

This is the annotated version of the PowerPoint presentation presented at the first Vision Zero Equity Task Force meeting held March 7, 2019 at the Executive Office Building Auditorium in Rockville, MD. The full page version of this presentation as well as more information about the task force and other meetings can be found at: https://montgomerycountymd.gov/visionzero/equity.html



The first section of the meeting covers the overall meeting goals, agenda for the night, and proposed ground rules to cover the group discussion.

PROPOSED MEETING GROUND RULES

1. During the presentation portion of each meeting, those presenting will control the floor and allow either for questions during the presentation or at the end, depending on the speakers' preferences and time available.

VISION

- 2. During the discussion/exercise portion of each meeting, we will generally follow <u>Robert's</u> <u>Rules of Order</u>
 - A. Discussion with the entire task force will be governed by the Chair. Task force members will ask (e.g. raise their hand) to the Chair to speak next. It is the responsibility of the Chair to ensure that all voices have a chance to be heard prior to the close of discussion.
 - B. Non-task force members can participate in group activities. Non-task force members will be invited to participate in the large group discussions after task force members have been recognized to speak.
 - C. When making a recommendation, a task force member will make a motion, another member must second the motion, and then a vote by hand will occur. A simple majority vote of the task force is needed to make the motion pass.

What we are doing...

- 1. Define equity for the County's Vision Zero program and determine what equity looks like when it is achieved.
- 2. Apply an equity lens to the County's key engineering, education, and enforcement efforts and make recommendations to bring about more equitable outcomes.
- 3. Lay the groundwork for the County's long-term Vision Zero strategy.

What we are <u>not</u> doing...

1. Developing recommendations for equity beyond Vision Zero. (The County is currently embarking on a broader equity study.)

- 2. Creating a list of projects. The task force's recommendations should focus on overall policy and process.
- 3. Basing recommendations on anecdotes or stereotypes.

TONIGHT'S AGENDA

I. Introduction (10 – 20 mins)

- 1. Introduce all team members
- 2. Introduce the program and meeting agenda

II. Ground Rules (5 mins)

Conduct facilitated conversation with the meeting attendees

III. County's Presentation (45 mins)

- 1. Overview of community analytics
- 2. Vision Zero
- 3. Questions

IV. Equity Exercise (30 mins)

- 1. How do you define equity for Montgomery County's Vision Zero efforts?
- 2. What does equity look like if we are able to achieve it?

V. Open Discussion (20 mins)

Develop a shared set of values and understand what equity looks like when it is achieved

VI. Upcoming meetings

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This section of the presentation provides demographic information about Montgomery County.



Overall, Montgomery County ranks high for household income (17th highest in the US compared to all other counties) and education attainment (6th highest for percent of residents attaining post-graduate degrees among US Counties). In the upcoming slides, these numbers are broken down further to show the disparities within the county.



Starting in 2010, no single race or ethnicity was a majority in the county. Prior to 2010, non-Hispanic white residents were the majority. The non-Hispanic white population peaked in 1990 and has been declining as the non-white population (purple line in the chart on the left) increased. The map on the right shows where our residents live. Each dot on the map represents a county resident as of the 2010 Census and his or her race/ethnicity. Neighborhoods in UpCounty (Germantown, Gaithersburg) have higher rates of racial integration than in the southern portion of the county. Part of this separation in the southern portion is the result of racial housing covenants (where non-white persons were not allowed to purchase the home) were in place and their legacy can be seen in the segregation. A fair housing law was passed in Montgomery County in 1967 to outlaw such discrimination.

Other demographic stats: Female/Male: 51.7% female

Race/ethnicity: White Non-Hispanic: 43.8% Black/African American: 19.7% Hispanic: 19.6% Asian: 15.6% Two or more races: 3.4%



To demonstrate the diversity of our neighborhoods, this map highlights the race/ethnicity with a plurality of the Census block group's population. (A Census block is a way of dividing the county into 614 neighborhoods). In East County, along the US29 corridor, the area is a mix of Black/African American residents and immigrants from Africa. (See pages 15 and 16 for more detail on the foreign born population.) Wheaton, Aspen Hill, Gaithersburg, and Montgomery Village represent higher rates of Hispanic/Latino residents. For Asian Americans, the highest rates are in Clarksburg and western Germantown. For the southwest portion of the County, the largest group is non-Hispanic white residents.



The proportion of the total population above the age of 65 will grow in the future. In 1990, 9% of the county's population was above the age of 65. By 2040, the estimate is for 20% to be above the age of 65.

For Vision Zero, this is important to note as older residents are more likely to have severe or fatal injuries as the result of a car collision than younger people.



As seen in the opening for this section of the presentation, Montgomery County has a very high median household income compared to the rest of the nation (\$102,582 for Montgomery County vs \$55,322 for the US average). Part of that high income is due to the large amount of dual-income households in the county.

However, when you break the county into our five regional service areas (RSCs), it can range from \$75,263 in Silver Spring to \$128,298 for Bethesda-CC. The next three slides put these ranges into perspective.



The scatterplot shows the median household income and poverty rate for all counties in the US, with Montgomery County highlighted in red. Montgomery County has an income level that is among the highest in the nation and fairly low poverty rate. In the next two slides, we will disaggregate the average and see what the median income looks like for all our neighborhoods.



To understand what median household income looks like for each neighborhood, CountyStat took all 215 Census tracts (neighborhoods) and aligned each one with the Regional Service Center (RSC) boundary. The chart on the next page shows each neighborhood and compares it to other US counties.



When you unpack all of the 215 neighborhoods, you can see the diversity in terms of income and poverty in the county. As with the chart on page 12, the County average is the big red dot and the other US counties are in grey. The smaller color dots represent the 215 Census tracks and colored by the RSC they are in.

Many neighborhoods, especially in the B-CC RSC, score well above the county average whereas areas in UpCounty and Mid-County are near the US average for median income and below the US average for the percent of residents above the poverty line.



Being next door to our nation's capital, Montgomery County is a destination for both domestic and foreign immigrants. Overall, only 25% of Montgomery County residents are native Marylanders. (Note if you were born in DC or Virginia, you would show up as being from the South). For our foreign-born population, we get 12% from Asia and 12% from Latin America. The next page breaks down the most common countries our foreign-born population comes from.



Montgomery County is a popular destination for immigrants from El Salvador, Ethiopia, and China.



Given the high percentage of foreign-born residents in Montgomery County, there are a lot of different languages spoken. 40% of residents speak a language other than English at home and 7% of households are "language isolated." A language isolated household is a household in which no person age 14 and over speaks English "very well."

The map on the left shows the most common language spoken after English in each Census tract in the county. Areas in light red are Spanish, light blue are Chinese, orange are African languages. The dark red areas in Wheaton-Glenmont and Langley Crossroads show that Spanish is the most common language spoken at home with English being second.



Another measure of poverty is the number of households receiving benefits from the supplemental nutrition assistance program (SNAP). Overall, 6.2% of households receive SNAP benefits. The map on the right shows the percent of households receiving SNAP benefits by Census block group. Rates in the southwestern part of the County are very low, whereas areas in Aspen Hill, Gaithersburg, Germantown, and Langley Crossroads can reach up to 38% of households receiving benefits.

The line chart on the right shows the number of people receiving SNAP benefits between 2006 and 2016. The number of people receiving SNAP benefits kept increasing after the last recession and plateaued in 2014-2015 and started to go down in 2016. https://fred.stlouisfed.org/graph/?g=ncf1



The FARMs (Free and Reduced Meals) rate is typically used as a proxy measure for student poverty. Families have to meet certain income requirements to be eligible for FARMs. Across the school system, the number of students utilizing the FARMs benefit is growing. For elementary school students, it has grown 11.6 percentage points in 12 years.

The maps show the growth in the FARMs rate for each school district. The top row represents elementary schools, the middle row middle schools, and the bottom row high schools. Because the analysis was done using 2016 school boundaries, there are areas that are blank due to school closures and openings.



For the last piece of the community analytics section, the map above displays the number of workers aged 16+ that take public transit to work. The county average was 14.5%, but can range up to 51% for Downtown Silver Spring to less than 1% in the Agricultural Reserve.

Other Travel to Work Statistics

- County-wide: 64.6% drive alone, 10.7% carpool, 14.5% public transportation, 2.8% walk/bicycle, 1.% taxi/motorcycle/other, 6.5% worked at home
- Public transit by gender: 13.7% male, 15.2% female.
- Lowest income by carpool and walking (\$36,993 & \$31,200)
- Public transit users have a median age of 41.1, walkers 34.8 compared to 44.3 for the County average
- 3.3% of workers have no access to a vehicle at home



There is more demographic information available on the CountyStat website at https://stat.montgomerycountymd.gov/

You can use interactive tools to explore many of the maps shared in this presentation, explore the recent results of the community quality of life survey, and see information about land use and properties.



This section gives a brief overview of what Vision Zero is and how it is being implemented in Montgomery County.



Importantly, Vision Zero/Safe system approach states that zero is the only acceptable goal for traffic safety. When you make zero you're target, that brings clarity to what you are prioritizing and allow for your partners to start thinking about how they would build a community without traffic fatalities. Also key in Vision Zero is building a system for imperfect humans. Traditional methods focus too heavily on trying to fix the behavior of drivers, but no matter what or how much we educate and enforce we will not get to zero. Humans will always be imperfect and make mistakes. In Vision Zero, you design a transportation network where different elements of the network combine to produce an additive effect so that if one part of the system fails, the other parts can provide protection.

At its core, Vision Zero is about not completely eliminating crashes and building better behavior, it is about acknowledging our flaws as drivers, pedestrians, and cyclists and building a system that is forgiving for all road users.



Despite having safer roads than the US prior to starting its Vision Zero initiative in 1997, Sweden was able to get even lower with Vision Zero. From 1995 to 2015, the fatality rate dropped 58% in Sweden compared to 31% in the US. The US rate was the lowest decrease compared to 19 other high-income countries https://www.cdc.gov/vitalsigns/motor-vehicle-safety/infographic.html#infographic



With the success seen by early adopters, Vision Zero has spread over 40 jurisdictions across the US. Montgomery County was the first county government to adopt a Vision Zero as its traffic safety plan.

In 2014, NYC adopted its Vision Zero plan. NYC's is the best known implementation of Vision Zero at a city level and has seen great success. In 2017, NYC reported the fewest pedestrian fatalities since 1910. Since 2014, overall fatalities are down 28% and pedestrian deaths are down 45%. https://twitter.com/NYCMayor/status/950455046768087040

Another early adopter city, San Francisco, had the lowest number of traffic fatalities in 2017 in the city's history. Source: http://www.sfchronicle.com/bayarea/article/SF-traffic-fatalities-in-2017-lowest-in-city-s-12472028.php?cmpid=gsa-sfgate-result



So what does Vision Zero look like out in the suburbs? This image shows a possible redesign of Veirs Mill Rd at Twinbrook Pkwy using a complete streets approach. You'll notice:

- Bump outs at the crosswalk to create a shorter crossing distance
- Bus stop located close to the crosswalk to incentivize safe crossing
- Separated roadway users (shared use path for bike/peds, BRT lane, and travel lanes for cars)
- A wider grassy median so pedestrians have a safe place if they cannot cross in time or are crossing against the traffic light



Creating complete streets can come from implementing numerous types of treatments to the roadway to improve safety for all roadway users. A pedestrian scramble (also called a Barnes dance), stops a vehicular traffic and allows pedestrians to cross all legs at the same time. MCDOT has installed a pedestrian scramble (though no dedicated diagonal crossing) in Bethesda at Arlington Rd & Bethesda Ave (near Apple Store and Giant Food). Protected bicycle lanes allow cyclists dedicated space to ride without the threat of cars hitting them. Pedestrian hybrid signals (also called HAWK beacons) allow more mid-block crossings to have a traffic signal for the pedestrians. Improved signal timing can not only improve car movements, but adjusting the timing so that everyone can get across is important. MCDOT has ensured all traffic signals meeting the 3.5 feet per second walking standard. Finally, lighting is crucial as the majority of pedestrian fatalities occur at night, so visibility for all roadway users can improve safety.



This map shows all roadway segments with 5 or more severe or fatal collisions and at least 1 collision per mile per year.

For all severe and fatal collisions, they occurred on only 18% of the roadway network (excluding interstates).



A severe crash is one where the person involved in the crash had: severe laceration, broken or distorted extremity, crush injuries, suspected skull, chest or abdominal injury other than bruises or minor lacerations, significant burns, unconsciousness, and paralysis.

Preliminary 2018 data show 263 severe and fatal crashes, which was below the target of 296 crashes. However, we did not hit our target of 60 pedestrian related KSI crashes for the year.



There are five emphasis areas for the plan. Each has a lead implementer and key outcome.

TWO-YEAR ACTION PLAN – ENGINEERING				
	ENG-1: Crash Analysis	ENG-2: Update County Road Design Standards	ENG-3: Expand Road Safety Audits	
	ENG-4: Review Transit Stops	ENG-5: Redesign Trail Crossings	ENG-6: State/County Project Collaboration	
	ENG-7: Improve Pedestrian Signal Timing	ENG-8: Accelerate Sidewalk Building	ENG-9: Expand Low-Stress Bicycle Network	
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See the Vision Zero Two-Year Action plan for more details:



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TWO-YEAR ACTION PLAN – EDUCATION			
EDU-1: Create Comprehensive Outreach Strategy	EDU-2: Expand Safe Routes to School Program	EDU-3: On-Bike Education Program for Kids	
EDU-4: Fund Non- Profit Outreach	EDU-5: Outreach to County Employees	EDU-6: Cross- Departmental Team Building	
EDU-7: Raise Awareness of Sleep and Safety	EDU-8: Future Technology Task Force	EDU-9: Training in the Community	
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See the Vision Zero Two-Year Action plan for more details:



This group is some-what unique to the County plan. This area was included due to Police, MCFRS, and Highway Services fatalities and severe injuries. One police officer was killed and two EMS workers were severely injured when struck by a drunk driver. The County as an employer must ensure its employees safety while providing prompt and professional on-scene incident management.

See the Vision Zero Two-Year Action plan for more details: https://montgomerycountymd.gov/visionzero/Resources/Files/Montgomery_20County_20 Vision_20Zero_202_20Year_20Action_20Plan.pdf



This is the action area where we work to change how we do business and ensure transparency and equity in all of our Vision Zero work. LPA-1 requires a lot of action from Annapolis. LPA-2 ensures that no one is left out of the process. LPA-7 is finished.

See the Vision Zero Two-Year Action plan for more details:



The final section of the presentation brings together community attributes and crash data to start the conversation about equitable outcomes.



This slide breaks down the ages of those severely injured or killed per 100k population or in the case of drivers per 100k registered drivers.

For drivers, the highest rates were for the very youngest and oldest drivers. (Yes, the chart says "13-19" as it includes riders on dirt bikes and ATVs). Strong outreach for the 80+ population is crucial as the 80+ population in Montgomery County is excepted to grow by 116% by 2040 compared to only 6% for 15-29 year old residents.

For pedestrians, the highest rate was for the 20-29 age group with the 80+ age group right behind. The 20-29 age group is a challenge as this group is out of school and less likely to be interacting with other County services or programs where education would be done.

For cyclists, the highest rate was for the 10-19 age group. Within this 10-19 group, 78% were high school age.



Matching national trends, males involved in severe or fatal crashes are overrepresented when compared to the overall population. Males were more likely to engage in dangerous behaviors (intoxicated, not wearing seatbelt, speeding) compared to females.



Currently the crash database does not capture the victim's race or ethnicity, so to determine fatality rates per 100,000 residents we relied on mortality data provided by the Centers for Disease Control. As shown in the chart, Hispanic and Black/African American residents have higher traffic fatality rates compared to non-Hispanic Whites. The largest disparity was for pedestrians, were Hispanic residents were killed at a rate 3 times higher than Non-Hispanic White residents.



Throughout the County, State, and US, communities with higher rates of poverty and persons of color are disproportionately affected by traffic violence. This can also be seen in Montgomery County, as Hispanic pedestrians are killed at a rate that is 3x higher than Non-Hispanic White residents.

When examining crash density against community characteristics (since ethnicity/race is not captured in the crash data), communities with higher poverty and higher concentrations of Hispanic or Latino residents have higher crash densities.

With Vision Zero, we will use crash and community data to proactively work with communities experiencing the highest rates of severe and fatal collisions and prioritize projects in those neighborhoods. (Though ad-hoc demand traffic studies will not go away during the 2-year plan.)



The final part of the first meeting is an equity exercise and discussion.



On a notecard, write down what you think about the two discussion questions shown on the slide.



Information regarding the 2nd meeting of the Vision Zero Equity Task Force will be sent via e-mail.