

WELCOME TO THE VISION ZERO EQUITY TASK FORCE



The meeting will begin shortly.

Please use the following options to access the meeting audio.

All virtual attendees are muted when they join the meeting. If you have trouble hearing, please notify us using the instant message (IM) option in the bottom left-hand corner of the Skype Meeting App window.



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When you join the meeting, the audio will start playing through your computer's connected speakers or headphones. Skype will notify you if it did not find a speaker or microphone to use. If you do not have a microphone or prefer to listen using your phone, follow the instructions in the next section.

Get Audio from your Phone

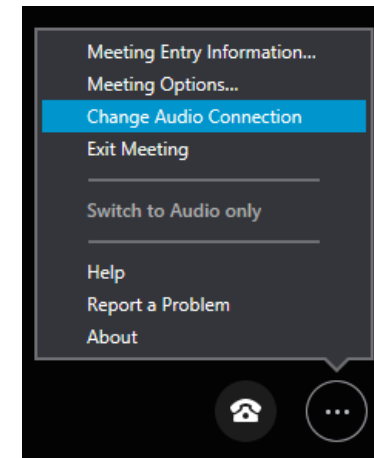
Call: +1-443-692-5768

Conference ID: 93168317

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[https://support.office.com/en-us/article/set-meeting-audio-options-in-skype-meetings-app-skype-for-business-web-app-772dd3e4-5b20-463e-a9a5-d182d76af36b#ID0EAABAAA=Skype Meetings App](https://support.office.com/en-us/article/set-meeting-audio-options-in-skype-meetings-app-skype-for-business-web-app-772dd3e4-5b20-463e-a9a5-d182d76af36b#ID0EAABAAA=Skype%20Meetings%20App)





VISION ZERO

**NO TRAFFIC DEATHS BY 2030
IN MONTGOMERY COUNTY**

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VISION ZERO EQUITY TASK FORCE

MEETING 2 • EQUITY AND ENGINEERING PROJECTS • 05/02/19



MEETING GOALS, AGENDA, & MEETING 1 RECAP



I. Introduction (20 mins)

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

II. County's Presentation (35 mins)

1. The engineer's toolbox and budget
2. Questions (5 mins)

III. Break (10 mins)

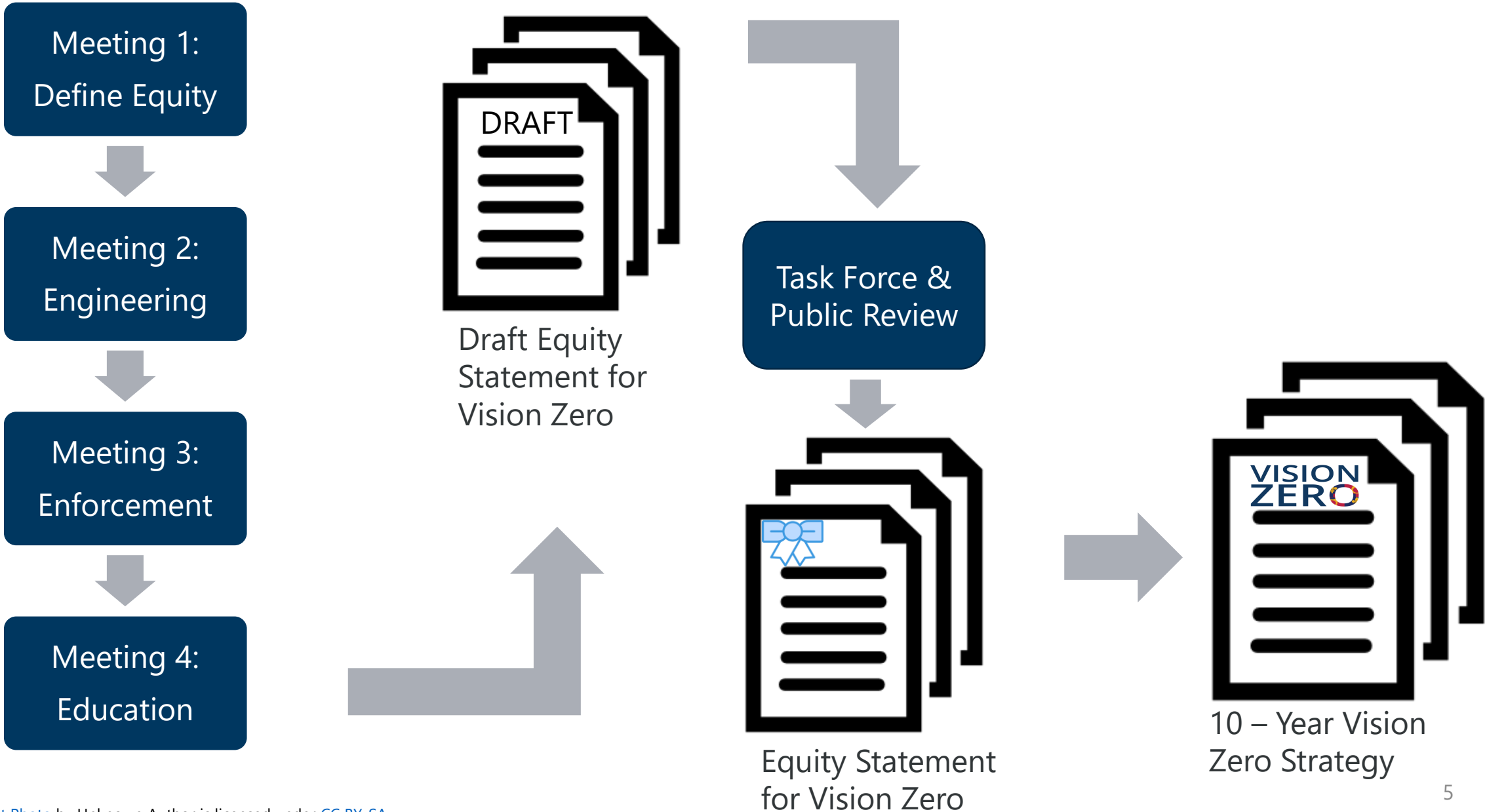
IV. Activity – Funding an Equitable Engineering Strategy (45 mins)

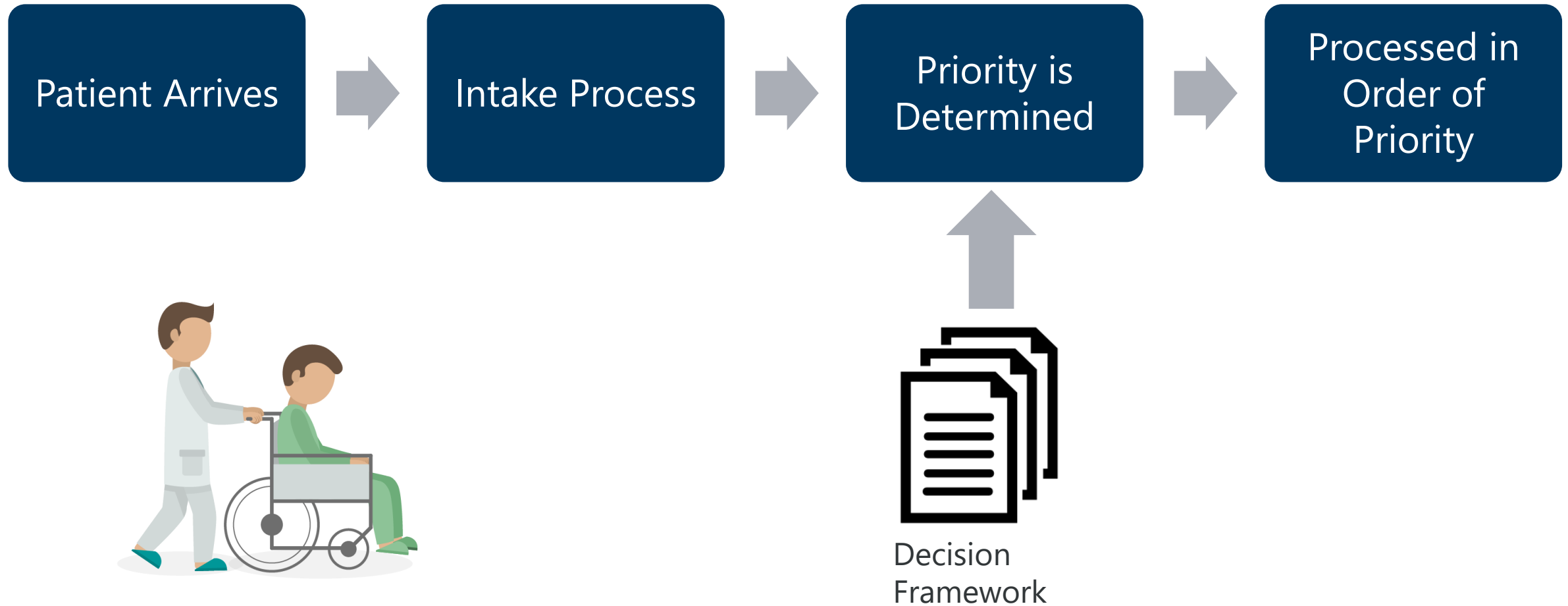
1. Open discussion about funding priority
2. Wrap up for the activity (5-10 mins)

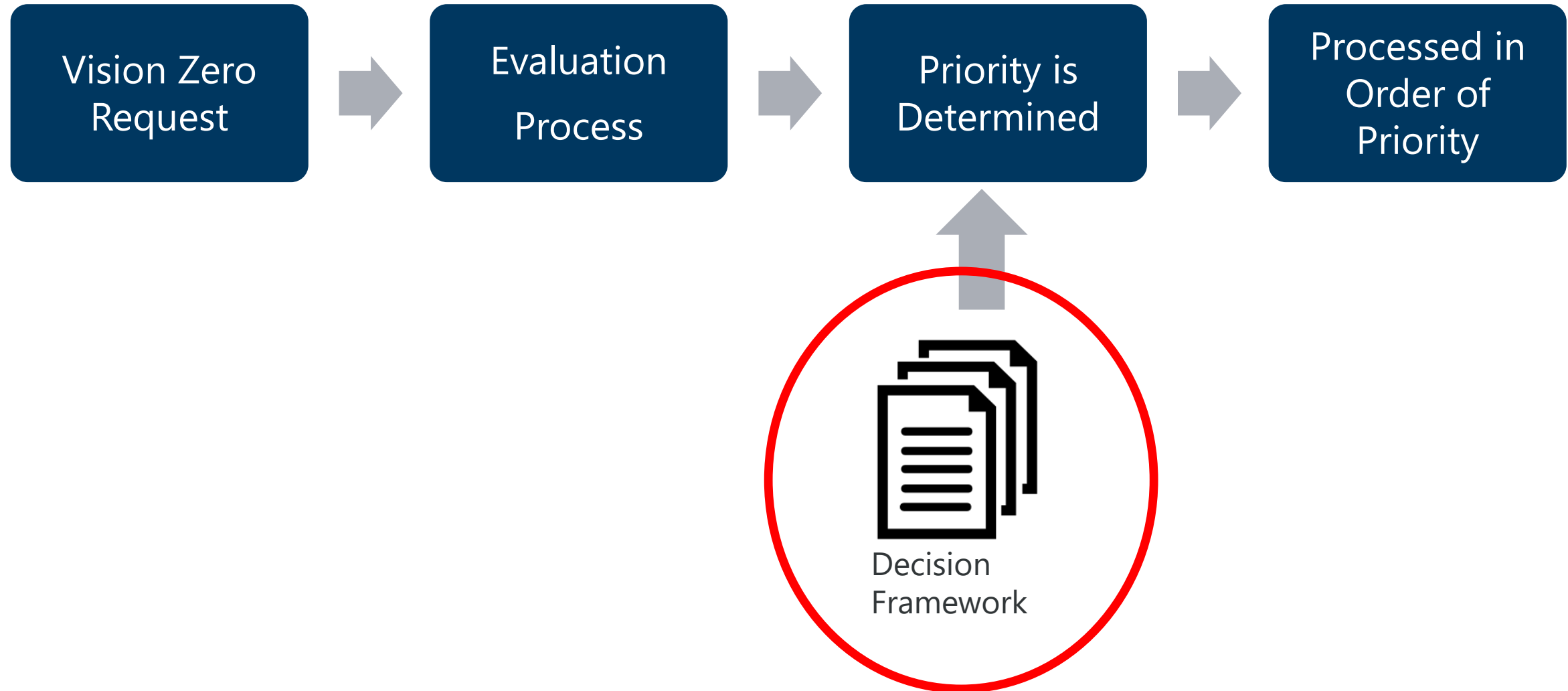
V. Upcoming Events (10 mins)

Discuss the other tasks and upcoming events

WHAT'S THIS ALL FOR?







Recap of Meeting 1 – Equity Statement



MONTGOMERY COUNTY VISION ZERO EQUITY TASK FORCE

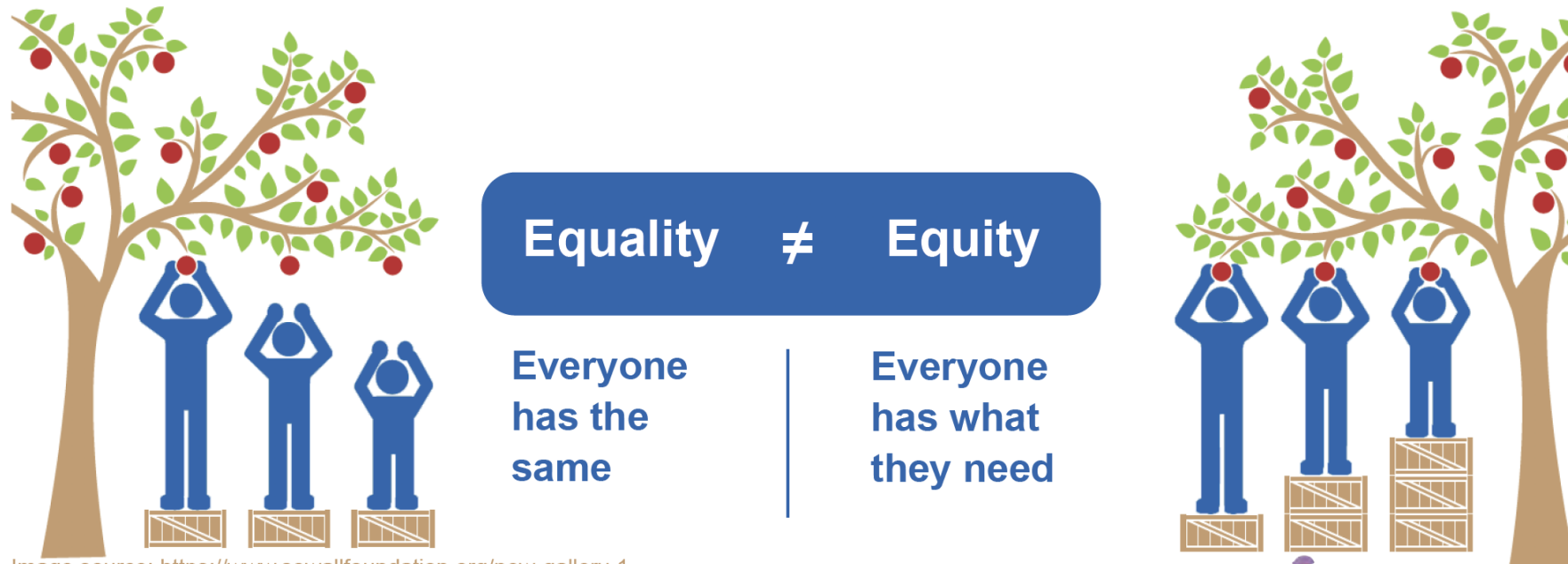


Image source: <https://www.sewallfoundation.org/new-gallery-1>

EXAMPLES



Image source: <http://tequityworks.com/portfolio-items/equity-vs-equality/>

1. Definition

2. Discussion Questions

How do you define equity of Montgomery County's Vision Zero Program?

What does Equity look like if we are able to achieve it?

Recap of Meeting 1 – Equity Statement

MoCo will provide safe, equitable active transportation options resulting in families requiring 1 car (or none) and singles do not need a car.

Equity looks like:

- Informed residents
- Safe/safer communities
- Everyone's voice/concerns are considered and taken into account for their households communities
- All neighborhoods have a fair shot of living safe, healthy and peaceful

Residents all over MoCo are safely accessing multiple modes of transportation to reach their destinations quickly and conveniently. Poor people have rich opportunities to get around.

Statement:

Resources should be allocated to communities to remedy inequities in multimodal transportation based on income, ethnicity, and employment

Points of Discussion:

- How does the high injury network factor into prioritization?
- High density areas versus the high injury areas?
- Where they need to go “the most”, but how to define the most?

Statement:

People walking and biking should be the priority

Points of Discussion:

- Contradiction: Prioritizing where there are a high number of people walking (commercial areas, downtowns) versus where people walking are being killed or seriously injured (suburban areas with longer blocks, but lower total number of people walking?)
- Contradictions: If most of the fatal crashes are people in vehicles, maybe that should be the priority?
- Does Montgomery County allocate resources to the modes with the most fatalities or the most vulnerable users?

Statement:

Focus the attention on students and older adults, two vulnerable groups

Points of Discussion:

- Slow speed zones?

Other Discussions

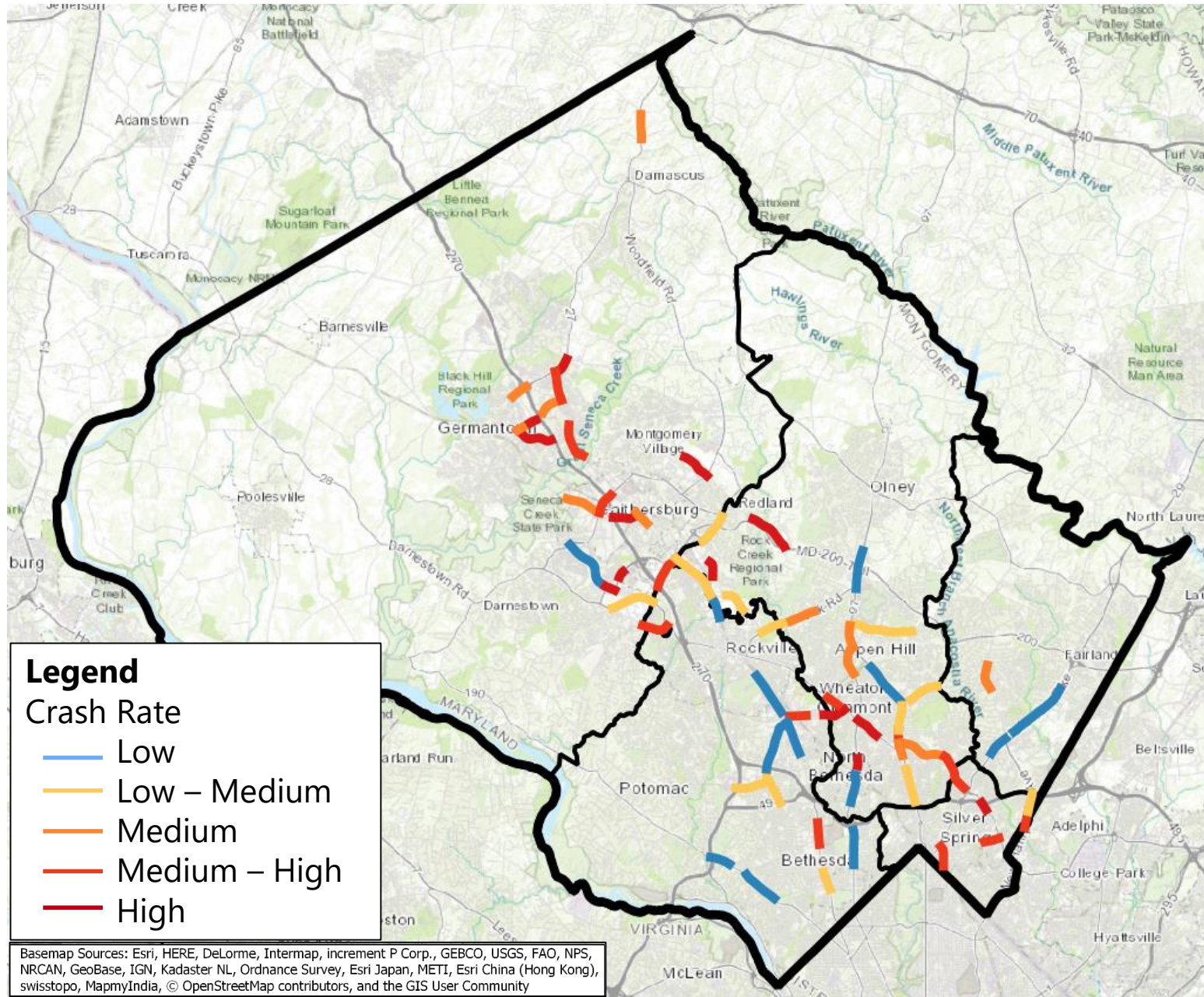
- Education versus engineering?
- Equity and enforcement - who is being enforced?



VISION ZERO HIGH INJURY NETWORK



HIGH INJURY NETWORK



The High Injury Network (HIN) identifies roadway segments that have a higher amount of serious and fatal crashes (at least one crash per mile per year) relative to the amount of traffic on that road.



THE ENGINEER'S TOOLBOX



ENGINEERING STANDARDS

Manual on Uniform Traffic Control Devices

for Streets and Highways

2009 Edition

Including Revision 1 dated May 2012
and Revision 2 dated May 2012

MARYLAND

Manual on Uniform Traffic Control Devices for Streets and Highways

2011 Edition

The Manual on Uniform Traffic Control Devices (MUTCD) defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public travel.

The State of Maryland uses the Maryland MUTCD, which closely aligns with the Federal MUTCD.





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Join an interactive virtual classroom training that alternates between self-paced Web-based training and live instructor-led virtual classroom sessions, spanned over four weeks.

1 2 3 4 5

A crash modification factor (CMF) is used to compute the expected number of crashes after implementing a [countermeasure](#) on a road or intersection. The Crash Modification Factors Clearinghouse provides a searchable online database of CMFs along with guidance and resources on [using CMFs](#) in road safety practice. It also provides guidance to researchers on best practices for [developing](#) high quality CMFs.

Recently Added CMFs

[Install pedestrian countdown timer](#)

CMF: 0.85

CRF: 15

Crash type: Other

Crash severity: All

[Convert diamond interchange to Diverging Diamond Interchange \(DDI\) or Double Crossover Diamond \(DCD\)](#)

CMF: 0.59

CRF: 41

Crash type: All

Crash severity:

[Install an additional lane](#)

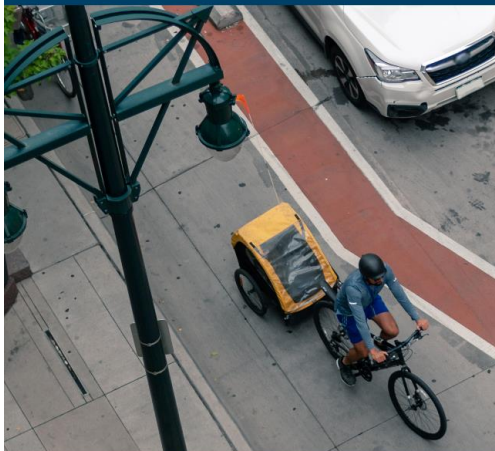
CMF: 0.76

CRF: 24

Crash type: All

Crash severity: Fatal, Serious injury, Minor injury

BIKEWAY SELECTION GUIDE



U.S. Department of Transportation
Federal Highway Administration

FEBRUARY 2019

July 2018, Updated

U.S. Department of Transportation
Federal Highway Administration



Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations



MCDOT and SHA traffic engineers utilize federal, state, and county guidance documents to utilize leading practices that have been evaluated as effective treatments in reducing safety conflicts.

If related to	Then consider
Run off Road	<ul style="list-style-type: none">• Chevrons• Pavement treatment• Realign roadway
Pedestrian	<ul style="list-style-type: none">• Lighting improvements• Raised crosswalk• Pedestrian hybrid beacon

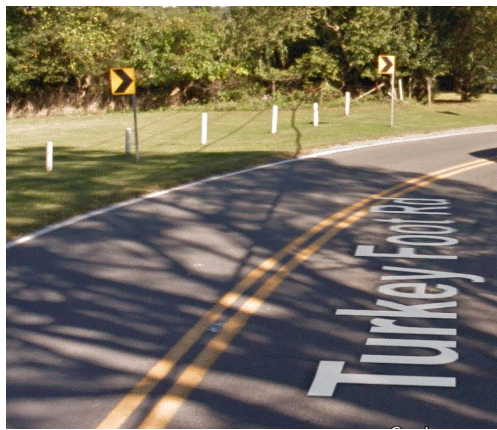
Etc.

THE ENGINEER'S TOOLBOX

SIGNAL TIMING



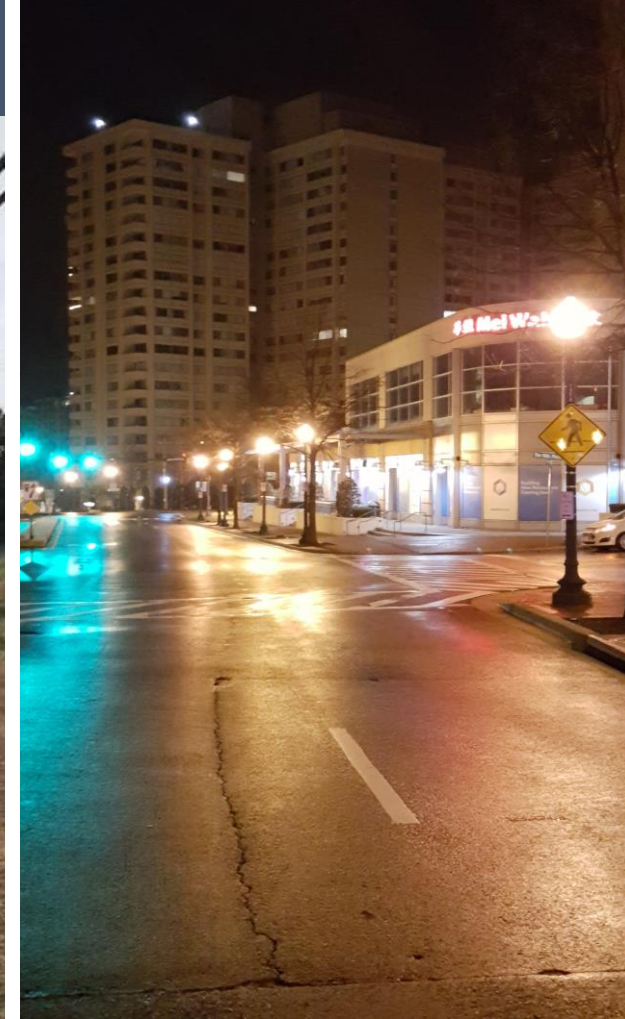
WARNING SIGNS



PEDESTRIAN HYBRID SIGNALS (PEDESTAL BEACON SHOWN)



LIGHTING



PROTECTED BIKE LANES

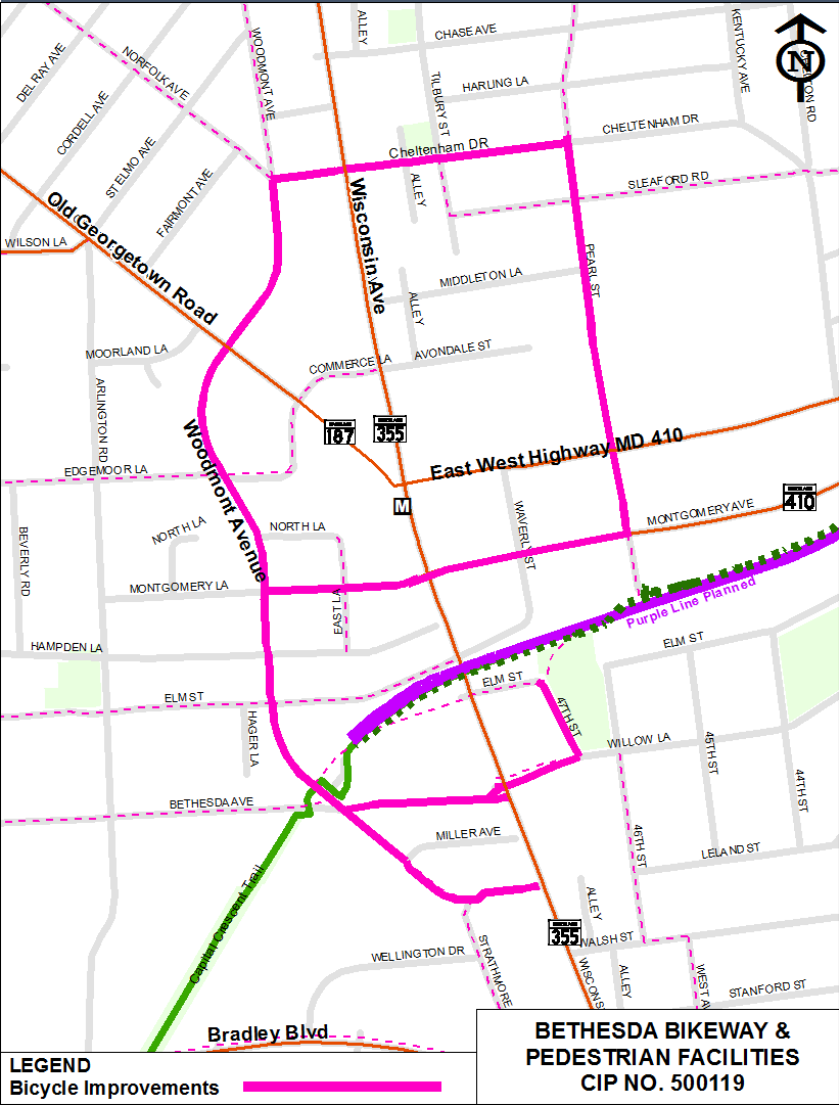


Photo Credit: MCDOT, Used with permission

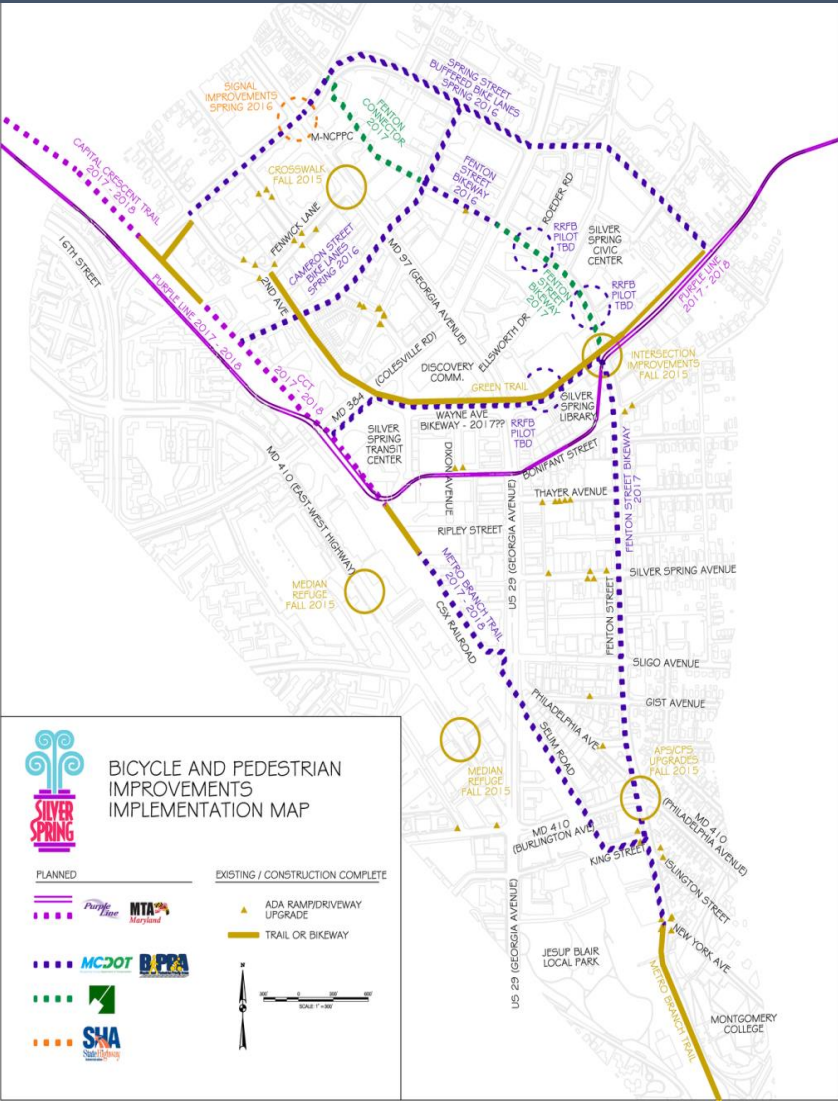
BIKE INFRASTRUCTURE



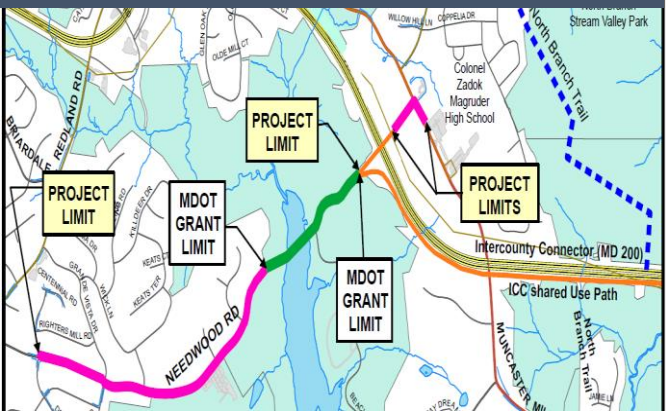
BETHESDA LOOP



SILVER SPRING BiPPA NETWORK



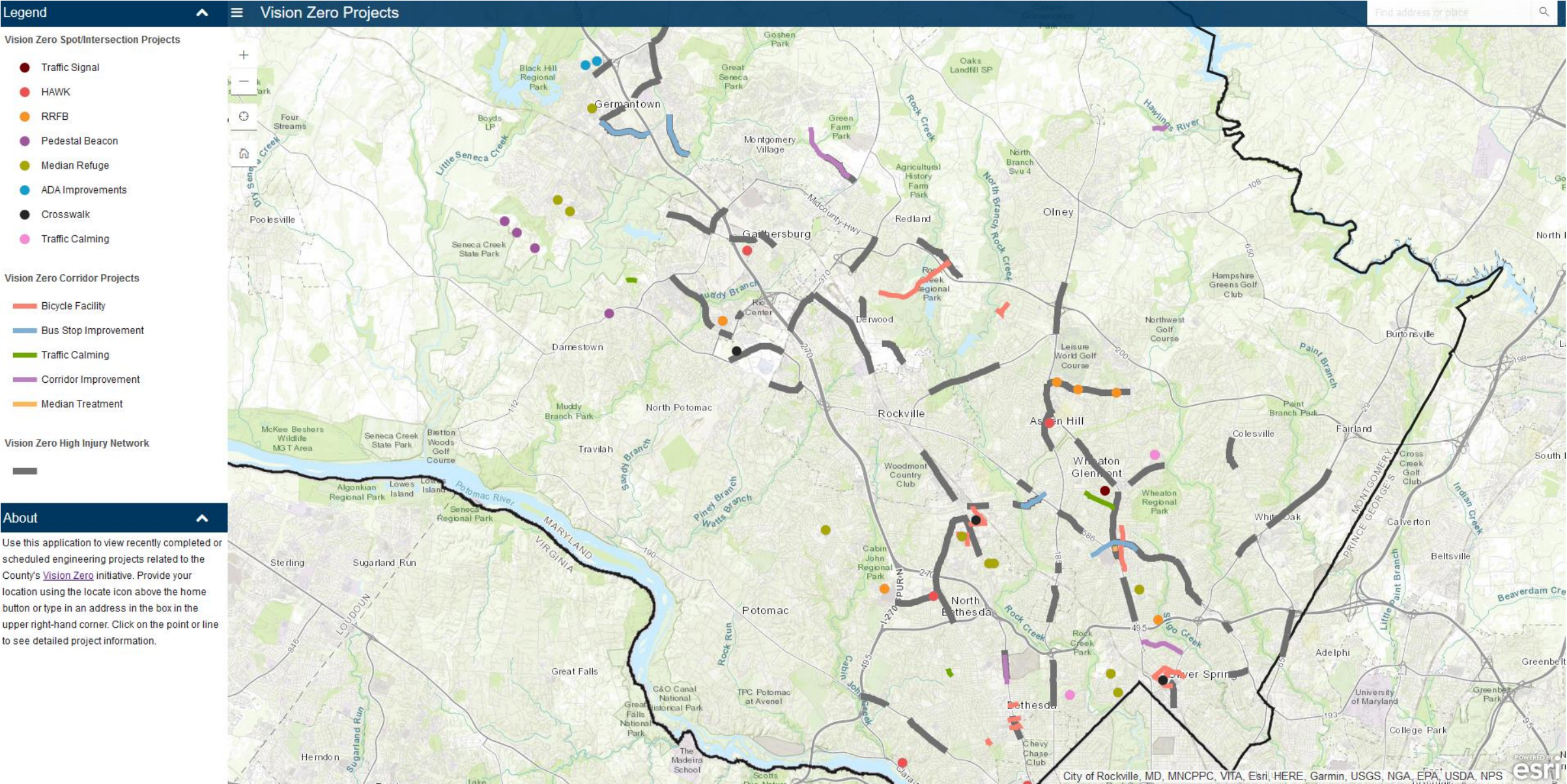
NEEDWOOD RD BIKE PATH



EXECUTIVE BLVD BIKE LANES



VISION ZERO PROJECTS MAP



Note: Only County-sponsored projects are shown on this map.



VISION ZERO ENGINEERING BUDGET



HOW ARE ENGINEERING PROJECTS SELECTED?

Community
Requests

Council
Priorities

County Exec.
Priorities

Crash / Injury
Data

Equity

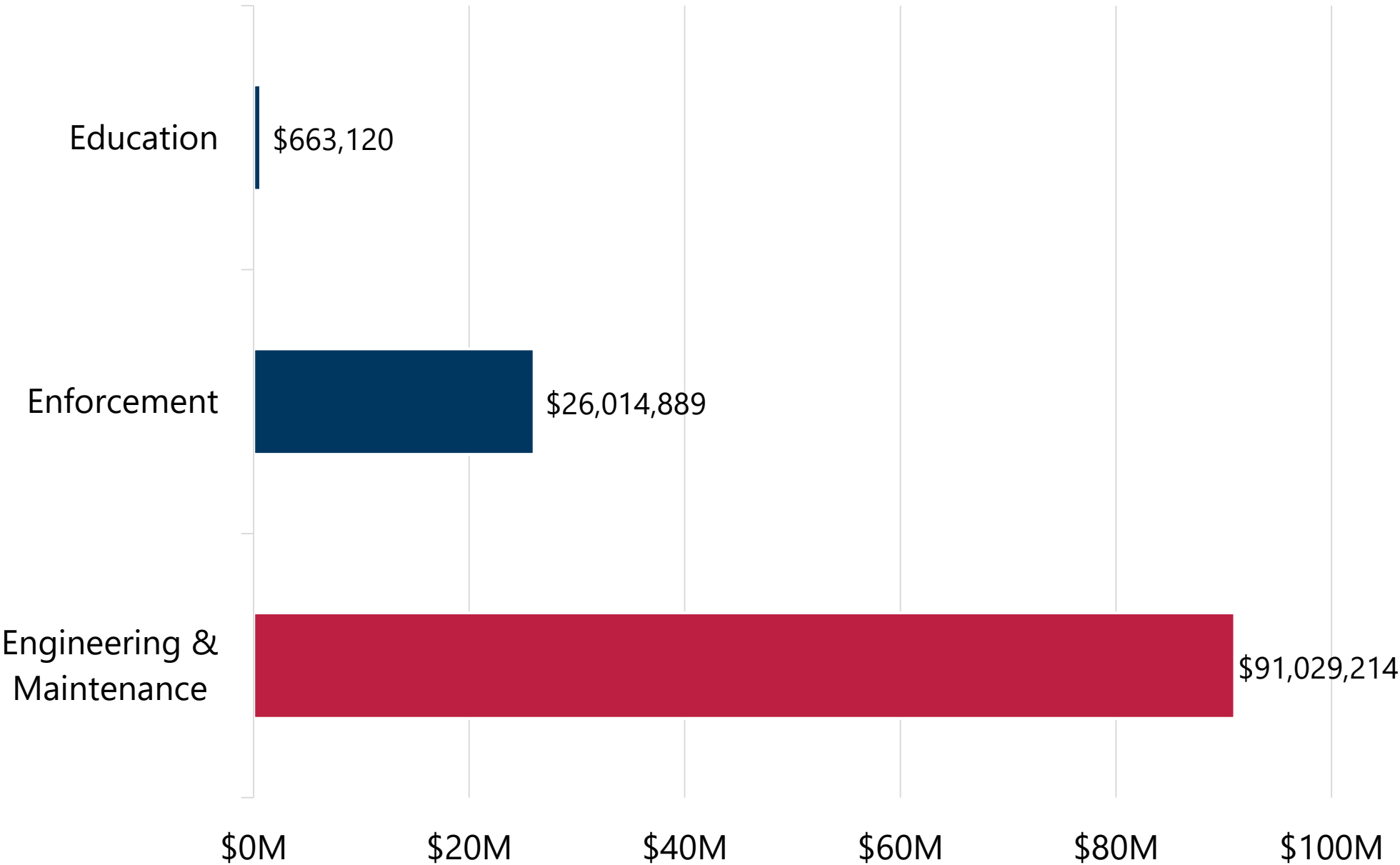
Development
Projects

Maintenance

Master Plans

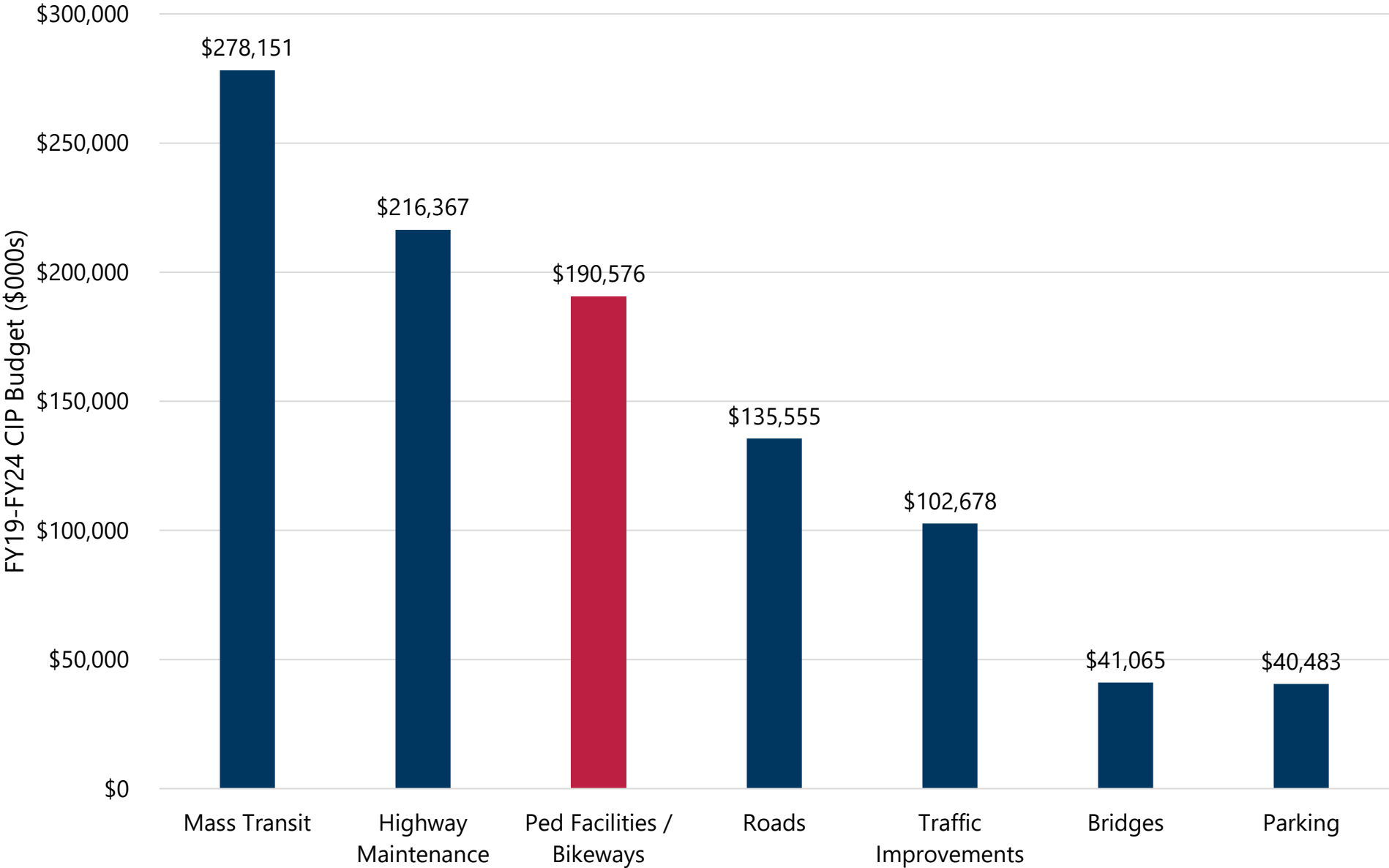
Note: The order above does not indicate a hierarchy or preference for picking engineering projects.

FY19 VISION ZERO OPERATING AND CAPITAL BUDGET



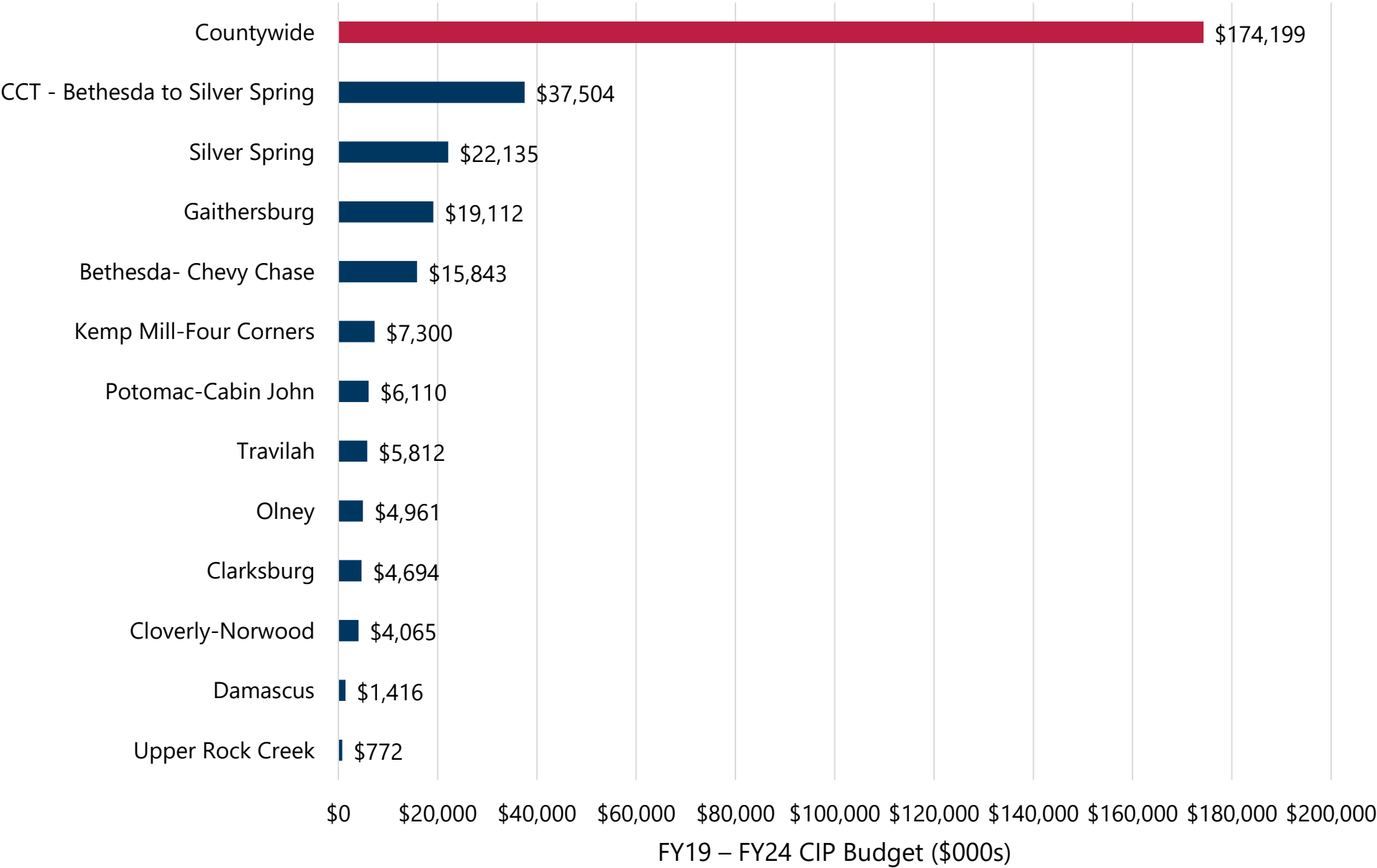
\$117,707,223 is allocated for Vision Zero related work and projects across the capital and operating budgets for the current fiscal year (FY19). These funds are used to build bike lanes, sidewalks, manage the traffic lights, street outreach to pedestrians, and our automated enforcement program.

CIP TRANSPORTATION SPENDING (\$000s)



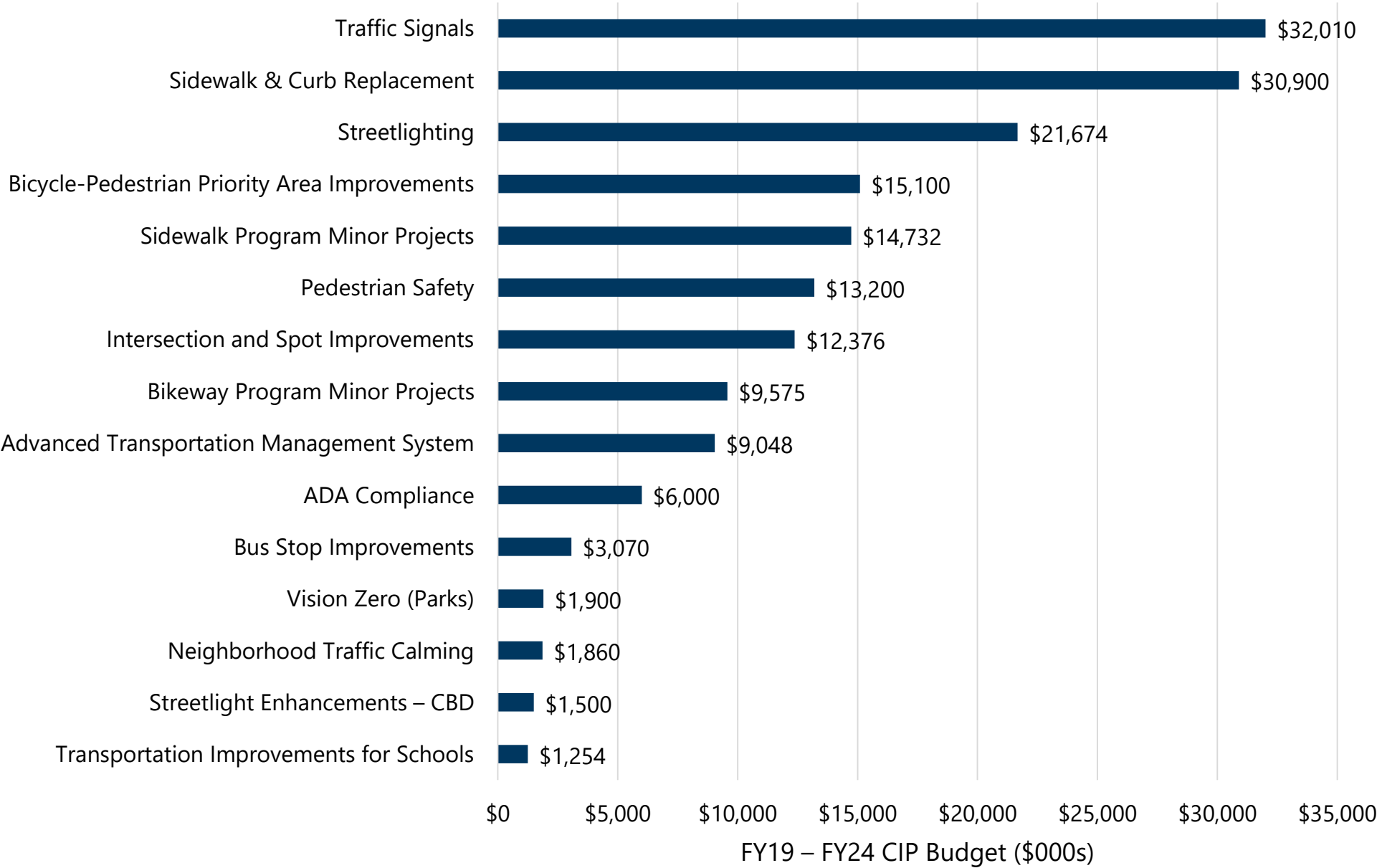
In the CE recommended FY19 – FY24 CIP budget, pedestrian and cyclist facilities are the 3rd largest sub category behind mass transit and highway maintenance.

VISION ZERO PROJECT SPENDING BY LOCATION (\$000s)



57% of Vision Zero related capital improvement projects are for countywide use. For non-countywide projects shown in the chart, most are for construction of new sidewalks and bicycle facilities.

VISION ZERO COUNTYWIDE PROJECTS (\$000s)



Over the current six year CIP, there is \$174,199,000 (about \$29 million a year) available across 15 county-wide projects. The countywide projects are a mix of maintaining current infrastructure in good condition and modifying the roadway to enhance safety.



EQUITY EXERCISE AND DISCUSSION





Building Blocks for Equity

How do you determine funding priority when it comes to equity? Take a minute and read through the building blocks. What transportation engineering efforts should first be considered?

Rules

Pick the blocks you want in your equitable future. **Tape the blocks to your board** following these rules:

- You have three squares to work with.
- For the fourth square, you have to decide how it would be funded.

	Additional Funding

Why did you choose these specific building blocks as priorities?

Which parts of the county should get a priority in these efforts? Why?

If you used an additional square, how should it be funded?

Use the activity handout to determine how you would prioritize funding to meet the equity goals set out in our first meeting. A copy of the activity handout is available on the [Vision Zero website](#).

Transportation Engineering Efforts Definitions

Road Diet: The number of travel lanes or the width of the road is reduced in order to utilize that space for other uses.

Bike Facility: Improvements that are mandated to accommodate or encourage bicycling. This may include bike lanes, shared lanes, and bicycle storage facilities.

Pavement Markings: Materials used on the surface of the roadway (typically white or yellow) to indicate messages to roadway users, such as which part of the road to use, providing information about conditions ahead, and indicating where passing is allowed.

Geometric Redesign: Reconfiguring the structure of the road.

Automated Traffic Enforcement: Installed red light cameras and photo radar systems to detect speed, red light running, etc.

Streetscape: The natural and built visual elements of a street that help create a public space. This can include extended sidewalks, seating, lighting, trees and plants, and public art.

Curb Extension: Extends the sidewalk into the parking lane to narrow the roadway to reduce the speed for drivers and the crossing distance for pedestrians.

Chicane: Off-set curb extensions that create an s-shaped path and is designed to reduce speed and discourage cut-through traffic.

Location: Aspen Hill Library,
4407 Aspen Hill Rd, Rockville, MD 20853

Date/Time: Wednesday, 6/5/2019 7PM – 9PM

Topic: Equitable outcomes for enforcement of traffic laws



APPENDIX: PROJECT DESCRIPTIONS



FY19 – FY24 CIP COUNTYWIDE PROGRAMS FOR VISION ZERO



Project	FY19 – FY24 Budget	Project Details
Traffic Signals	\$32,010,000	Design, construction, and maintenance of vehicular and pedestrian signals
Sidewalk & Curb Replacement	\$30,900,000	Project provides for the removal and replacement of damaged or deteriorated sidewalks, curbs, and gutters.
Streetlighting	\$21,674,000	Installation and upgrading of streetlights countywide
Bicycle-Pedestrian Priority Area Improvements	\$15,100,000	Design and construction of bicycle and pedestrian improvements in 34 designated BiPPA areas.
Sidewalk Program Minor Projects	\$14,732,000	Construct new sidewalks
Pedestrian Safety	\$13,200,000	Provides new crosswalks, refuge islands, sidewalks, signals, signs, etc to improve ped. infrastructure
Intersection and Spot Improvements	\$12,376,000	Address additional intersections to address congestion relief and safety issues
Bikeway Program Minor Projects	\$9,575,000	Construct bicycle facilities that cost less than \$1M

NOTE: Reflects the FY20 County Executive recommended budget and subject to approval by County Council.

FY19 – FY24 CIP COUNTYWIDE PROGRAMS FOR VISION ZERO



Project	FY19 – FY24 Budget	Project Details
Advanced Transportation Management System	\$9,048,000	Deploys the infrastructure elements to conduct real-time management and operations of the County's transportation system.
ADA Compliance	\$6,000,000	Curb ramps for sidewalks and new transportation accessibility construction
Bus Stop Improvements	\$3,070,000	Installation and improvement of capital amenities at bus stops
Vision Zero (Parks)	\$1,900,000	Improvements to trail crossings
Neighborhood Traffic Calming	\$1,860,000	Planning, design, and construction of physical traffic control features in residential neighborhoods
Streetlight Enhancements – CBD	\$1,500,000	Evaluation and enhancement of streetlighting within and around Central Business Districts (CBD) and town centers
Transportation Improvements for Schools	\$1,254,000	Safe pedestrian and vehicular circulation for schools identified in the Montgomery County Public Schools (MCPS) Capital Program

NOTE: Reflects the FY20 County Executive recommended budget and subject to approval by County Council.

FY19 – FY24 CIP SPECIFIC PROJECTS FOR VISION ZERO



Project	FY19 – FY24 Budget	Project Details
Bethesda Loop	\$4,449,000	This project provides bikeway network improvements and pedestrian intersection improvements as specified in the 2017 Bethesda Downtown Plan.
Capital Crescent Trail	\$37,504,000	12-foot-wide hard-surface hiker-biker path, connector paths at several locations, a new bridge over Connecticut Avenue, a new underpass beneath Jones Mill Road, supplemental landscaping and amenities, and lighting
Falls Rd East Side Hiker/Biker Path	\$6,110,000	The path will provide pedestrians and cyclists safe access to communities along this project corridor, and will provide a connection to existing pedestrian facilities to the north (Rockville) and to the south (Potomac).
Forest Glen Passageway	\$4,000,000	Construction of a new grade separated connection under Georgia Avenue to improve access to the Forest Glen Metro Station
Franklin Ave Sidewalk	\$3,300,000	Continuous sidewalk on north side from US29 to MD193
Frederick Rd Bike Path	\$4,184,000	10 ft. wide shared use path on MD355 between Stringtown Rd and Milestone Manor Ln
Gold Mine Road Bridge	\$4,961,000	Replacement of the existing bridge and the construction of an 8'-0" bike path between James Creek Court and Chandlee Mill Road

NOTE: Reflects the FY20 County Executive recommended budget and subject to approval by County Council.

FY19 – FY24 CIP SPECIFIC PROJECTS FOR VISION ZERO



Project	FY19 – FY24 Budget	Project Details
Goldsboro Rd Sidewalk and Bikeway	\$2,396,000	MD614 from MacArthur Blvd to MD190
Good Hope Rd Sidewalk	\$4,065,000	5 ft sidewalk along the westside of Good Hope Rd
Life Sciences Center Loop Trail	\$1,030,000	3.5 mile Life Sciences Center Loop Trail and a 12 to 10-foot wide shared use path
MacArthur Blvd Bikeway Improvements	\$8,998,000	Bikeway improvements along 4.7 miles of MacArthur Boulevard from I-495 to the District of Columbia
MD355- Clarksburg Shared Use Path	\$510,000	new 10-foot wide shared use bike path along the eastern side of Frederick Road (MD 355) from Snowden Farm Parkway to 430 feet north of Clarksburg Road (MD) and from 669 feet south of intersection to Stringtown Road
Metropolitan Branch Trail	\$15,339,000	0.6 mile segment of the trail in Montgomery County between the end of the existing trail in Takoma Park and the Silver Spring Transit Center
Needwood Road Bikepath	\$772,000 (majority of work completed in prior CIP)	8-foot wide shared use path along the south side of Needwood Road between Deer Lake Road and Muncaster Mill Road (MD 115)
Oak Dr/MD27 Sidewalk	\$1,416,000	Phase I includes a 4200 foot segment of Oak Drive and a 350 foot segment of Kingstead road.



NOTE: Reflects the FY20 County Executive recommended budget and subject to approval by County Council.

FY19 – FY24 CIP SPECIFIC PROJECTS FOR VISION ZERO



Project	FY19 – FY24 Budget	Project Details
Seven Locks Bikeway	\$5,812,000	pedestrian and bicycle improvements for dual bicycle facilities along Seven Locks Road from Montrose Road to Bradley Boulevard
Silver Spring Green Trail	\$501,000	provides for an urban trail along the selected Purple Line alignment along Wayne Avenue in Silver Spring
Seminary Road Intersection Improvement	\$6,295,000	design, land acquisition, and construction of an approximate 400-foot segment of Seminary Road between the Brookville Road/Seminary Place and Linden Lane/Second Avenue intersections on a new alignment
Snouffer School Rd	\$18,082,000	Roadway widening with 5.5 ft bike lanes, 8 ft. shared use path, and 5 ft sidewalk



NOTE: Reflects the FY20 County Executive recommended budget and subject to approval by County Council.