



Montgomery County Vision Zero Equity Framework

Working Draft – June 14, 2019

Background

In Montgomery County, severe and fatal traffic crashes are not distributed evenly across our neighborhoods. Communities with higher rates of poverty, persons of color, and younger residents have higher collision rates compared to the rest of the County. Hispanic and Non-Hispanic Black/African American residents have a 33% higher traffic fatality rate compared to Non-Hispanic White residents (see more details on page 9 of the Two-Year Action Plan). Because of these outcome disparities, Montgomery County Government and the Pedestrian, Bicycle, Traffic Safety Advisory Committee (PBTSAC) have created the Vision Zero Equity Task Force to better understand these disparities and make recommendations on improving safety for all residents.

Vision Zero Equity Statement

To achieve Vision Zero, Montgomery County will prioritize and allocate funding and resources to the communities that experience a disproportionate burden of traffic-related fatalities and serious injuries.

Guiding Principles:

- **Community Engagement:** Montgomery County will consider everyone's voices and concerns, which includes being proactive to engage communities that may not be represented in the process
- **Access:** Residents all over Montgomery County can safely access multiple transportation options to reach their destination.
- **High Injury Network:** Using a data-driven approach, Montgomery County will prioritize funding to the high injury network, with special attention to community that have higher rates of poverty, young people, and persons of color.
- **Address Historical Disinvestment:** Investments in areas that are historically underserved by transportation funding and projects.

Equity Framework Considerations

ENGINEERING	
Data	<ul style="list-style-type: none"> • High injury network - How does the high injury network factor into prioritization? • High density areas versus the high injury areas? • High rate of accidents warrants more focus for each type of accident [pedestrian, bike, driver] • Funding and resources are allocated (for projects) based on need (eg high incidence areas), rather than locations of political power (eg wealthier neighborhoods that are more "connected").
Existence of Physical infrastructure	<ul style="list-style-type: none"> • Are there sidewalks, bike trails, etc.?
Existence of vulnerable populations	<ul style="list-style-type: none"> • Schools, blind schools, orthodox Jewish communities, older residents, recreation centers
Existence of pedestrian/destinations	<ul style="list-style-type: none"> • Mall, library, bus stops
History of funding	<ul style="list-style-type: none"> • Did they have an engineering project already? When? What? •
Economic opportunity	<ul style="list-style-type: none"> • Are people looking for work? • Resources should be allocated to communities to remedy inequities in multimodal transportation based on income, ethnicity, and employment.
Solutions that have been proven/implementation	<ul style="list-style-type: none"> • [Comment without context]
Modal Priority and crashes	<ul style="list-style-type: none"> • Driving: If most of the fatal crashes are people in vehicles where does that get prioritized? • Does Montgomery County allocate resources to the modes with the most fatalities? • Determining whether or not we should approach crash-related deaths before injuries. Zero deaths and zero injuries

Strategy Priority	<ul style="list-style-type: none"> • Education versus engineering. Which should have a higher priority? Can you do both at the same time? • Equity in terms of law enforcement - A ratio of at fault people walking and biking versus cars. Who is being enforced?
Land Use	<ul style="list-style-type: none"> • Walking: Prioritizing where there are a high number of people walking (commercial areas, downtowns, etc) versus where people walking are being killed or seriously injured (suburban areas with longer blocks but lower total number of people walking) • Equity framework by planning zone
Audience	<ul style="list-style-type: none"> • Commuter or resident?

EDUCATION	
Prioritize children	<ul style="list-style-type: none"> • What about bike safety instruction for children as part of the curriculum? • Prioritize street teams in schools
Data	<ul style="list-style-type: none"> • How are educational campaigns affecting behavior? • Safe Routes to School – what are the obstacles for children walking to school? How can the program eliminate obstacles? • Ask people: “What would it take for you to do the right thing?”
Funding	<ul style="list-style-type: none"> • How much to put driver’s education back in school?
Locations	<ul style="list-style-type: none"> • How are educational campaign locations selected? • Prioritize areas where there is a problem

ENFORCEMENT	
Data	<ul style="list-style-type: none"> • Explore other metrics than pre-crash behaviors, which blame the victim • Collecting data to better understand the root cause
Others TBD June 18, 2019	<ul style="list-style-type: none"> •