

VISION ZERO



NO TRAFFIC DEATHS BY 2030

**OUR PLAN TO ELIMINATE FATALITIES AND
SERIOUS INJURIES ON OUR ROADS**

UPDATE TO CIVIC FEDERATION • 03/08/2021



RECENTLY COMPLETED PROJECTS & CAMPAIGNS



WHEATON CBD IMPROVEMENTS



MCDOT and SHA have partnered to make numerous improvements for safety in the Wheaton Triangle:

- 1 - Lower speed limit on Veirs Mill Rd
- 2 - Crosswalk upgrade
- 3 - Crosswalk upgrade
- 4 - Intersection improvement at new HQ
- 5 - New sidewalk and ped beacon
- 6 - Lower speed limit on Georgia Ave
- 7 - Narrowed travel lanes on Georgia Ave
- 8 - Off-peak parking on Georgia Ave
- 9 - Crosswalk upgrade with planned signal timing upgrade for pedestrians
- 10 - Non-traversable median
- 11 - New full traffic signal
- 12 - Crosswalk upgrades
- 13 - Lower speed limit on University Blvd

SENECA VALLEY HIGH SCHOOL IMPROVEMENTS



MCDOT and SHA have partnered to make numerous improvements for safety around the rebuilt Seneca Valley High School:

- Installed protected bike lanes on Middlebrook Rd and narrowed travel lanes.
- Lead pedestrian interval and split phasing phasing at Middlebrook Rd & Crystal Rock.
- Signal changes at Great Seneca Hwy & Middlebrook Rd.
- New traffic signal at Crystal Rock & Wisteria Dr.
- Sidewalk and ramp upgrades.



Before

After



YOUTH PROGRAMS DURING COVID-19

SOCIALLY DISTANT BIKE RODEOS & COURSES



VIRTUAL EVENTS

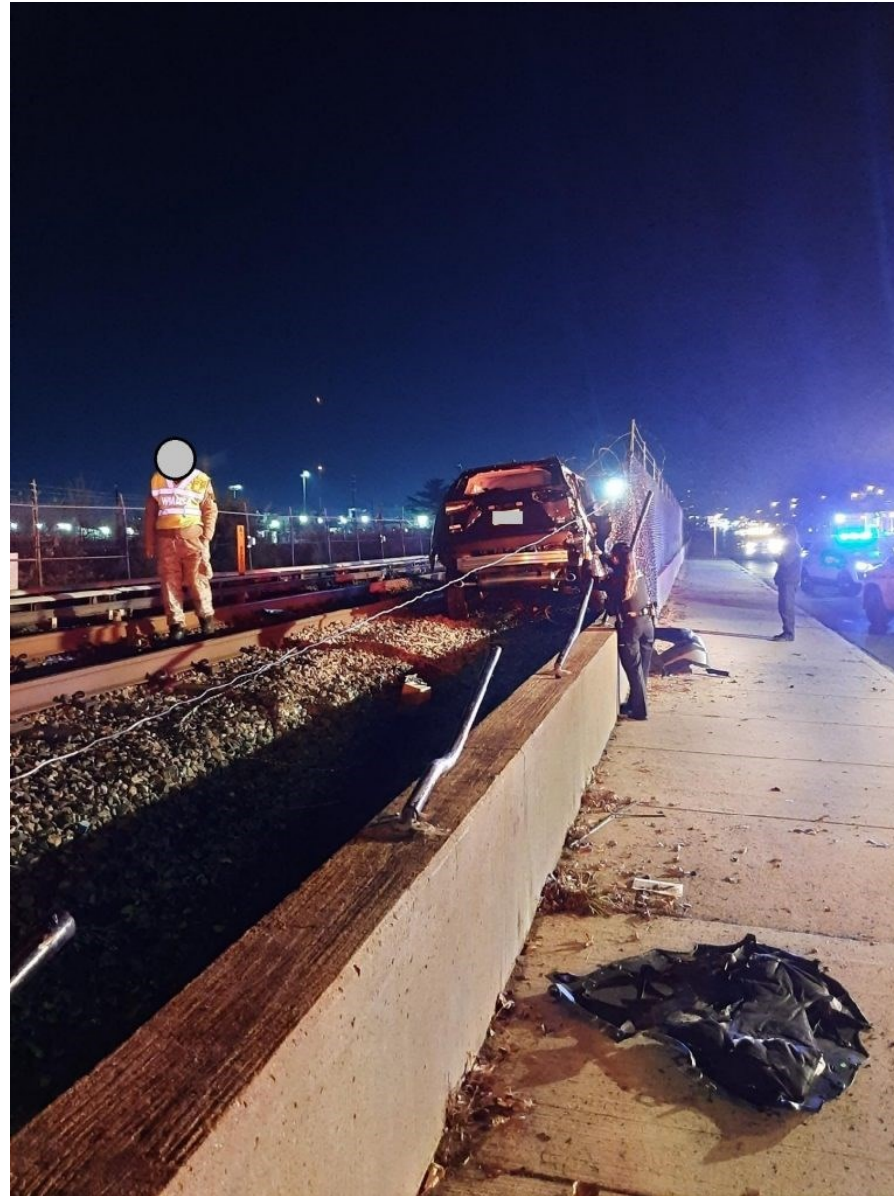
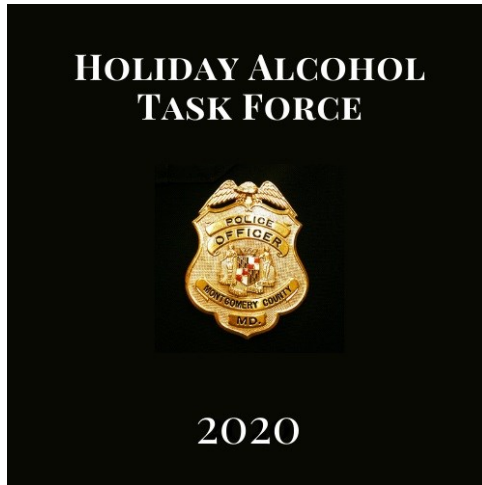
All this Week Monday, May 4th-8th



With the continuation of virtual classrooms, we are retooling our education and encouragement activities. This spring, we moved our Safety Day event to a Safety Week where kids could do fun activities at home.

During the fall, MCDOT worked with the Department of Recreation to develop on-bike education activities that can be done while meeting social distancing and other safety guidelines.

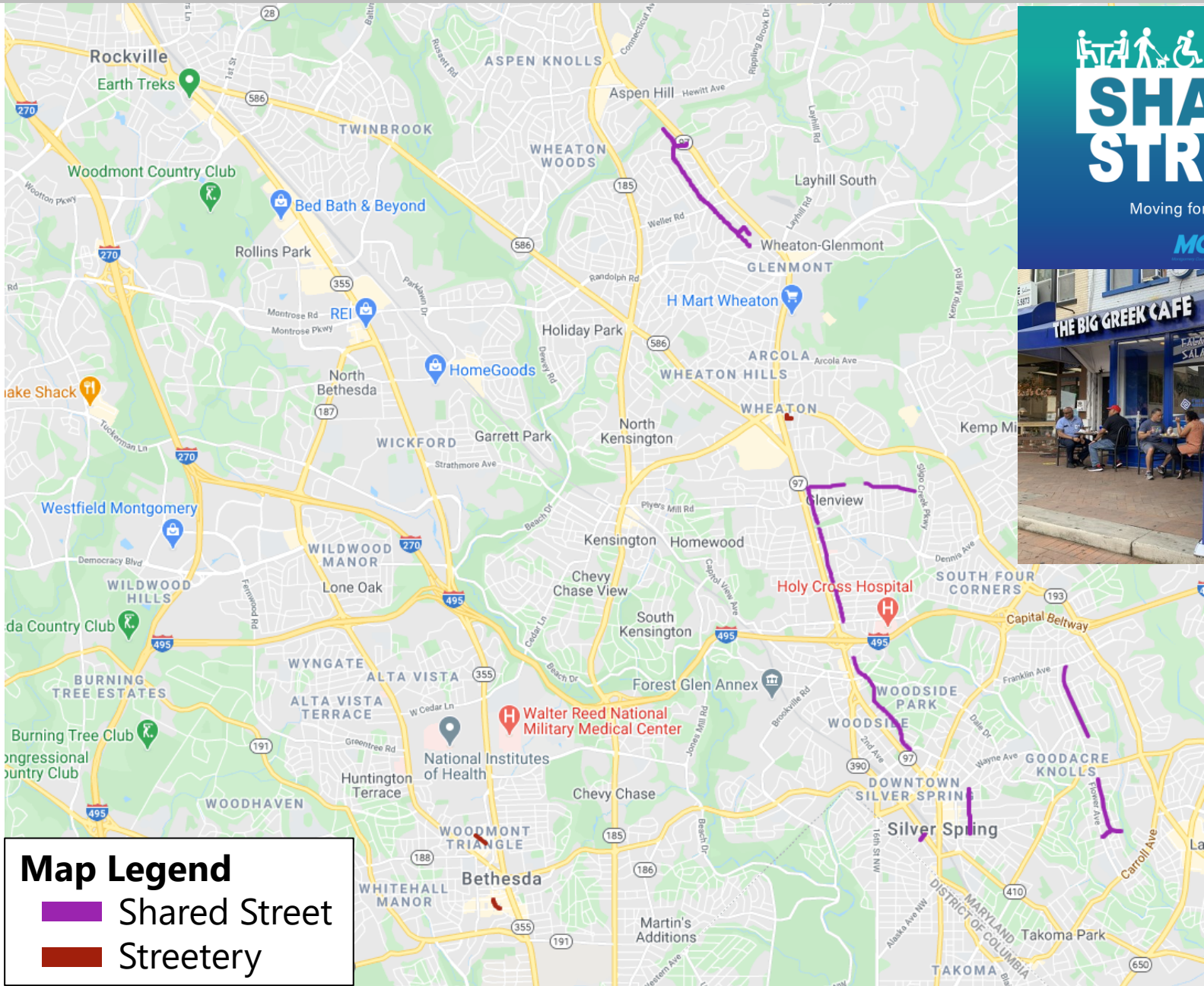
TRAFFIC ENFORCEMENT DURING COVID-19



During the COVID-19 pandemic, there has been an uptick in speeding, impaired, and unbelted crashes. There have also been complaints about vehicle noise and street racing. MCPD along with MSP, MDTA Police, municipal police, have held joint efforts across the county to address the safety problems.

The Holiday Task Force had 262 arrests for driving under the influence of alcohol and drugs. During the period of the task force, which began Nov. 18 and was composed of specially assigned Montgomery County Police, along with respective City and State police agency partners. There were no DUI-related fatal collisions in the County during the task force's campaign.

SHARED STREETS PROGRAM



Map Legend

- Shared Street
- Streetery



With the need for social distancing lasting through at least the summer, MCDOT, Montgomery Parks, and the State Highway Administration will continue supporting and expanding the Shared Streets program and determine how this model will continue after the public health emergency ends.

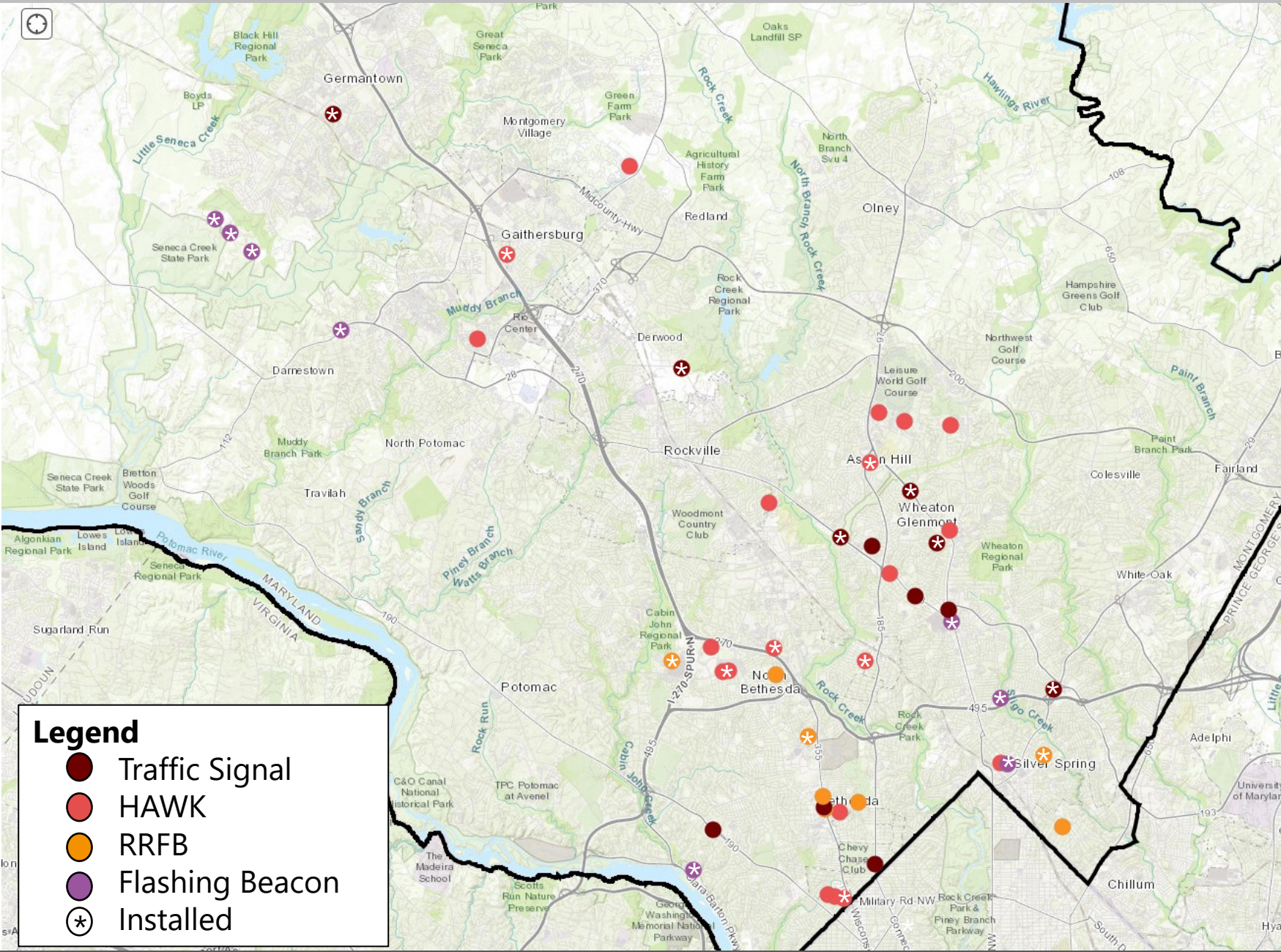
In addition, SHA is seeking a grant from the Federal Highway Administration to implement a pilot project for temporary bike lanes on University Boulevard W from Amherst Avenue to Arcola Avenue.



VISION ZERO UPCOMING ACTIVITY



NEW SIGNALS AND BEACONS



Scheduled to be installed are:

Traffic Signals:

- Georgia Ave & Price Ave
- River Rd & Braeburn Pkwy (SHA)
- Veirs Mill Rd & Norris Dr (SHA)

Pedestrian Beacons:

- Twinbrook Parkway and Twinbrook Recreation Center
- Muddy Branch Road and Muddy Branch Square Shopping Center
- Snouffer School Road and Sweet Autumn Drive
- Spring Street and First Ave
- 6705 Rockledge Drive
- Layhill Road and Greenery Lane (SHA project)
- Veirs Mill Road and Andrew Street



The following bikeway projects are currently under design for 2021 or will be under construction by summer 2021.

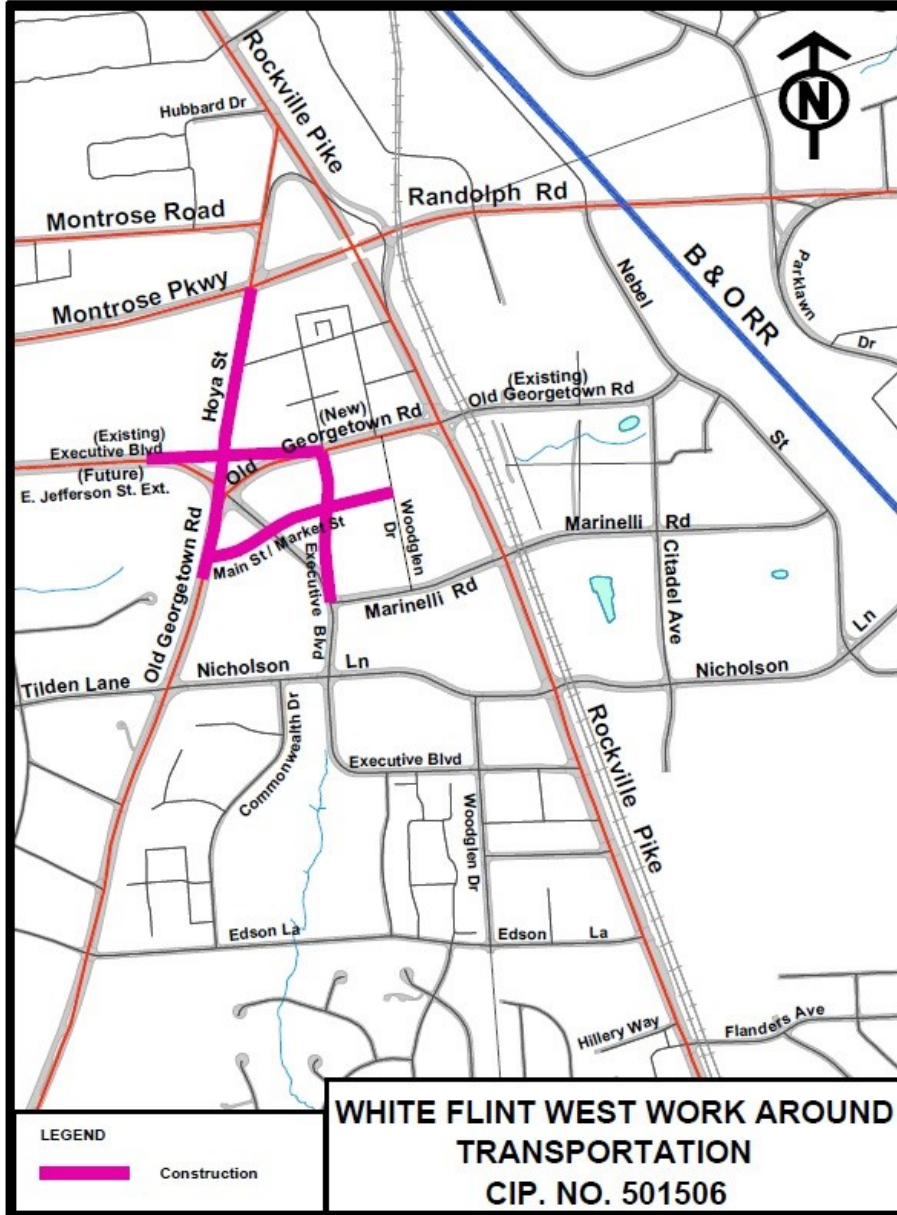
Design

- Fenton Street from Cameron Street to King Street
- Amherst Avenue from Arcola Avenue to Windham Lane
- Cheltenham Drive from Woodmont Avenue to Pearl St
- Metropolitan Branch Trail

Construction

- Bethesda Avenue/Willow Lane (Capital Crescent Surface Trail Phase I) from Woodmont Avenue to Wisconsin Avenue
- Woodmont Avenue Phase I from Montgomery Lane to Miller Avenue
- Montgomery Lane from Woodmont Avenue to Rockville Pike
- Marinelli Road from Rockville Pike to Nebel Street
- Grove St from Bonifant Street to Sligo Avenue
- Cameron Street to Planning Place
- Emory Lane and Muncaster Mill Road shared use path
- Frederick Road from Stringtown Road to Brink Road

WHITE FLINT WORKAROUND AND STATION ACCESS IMPROVEMENTS

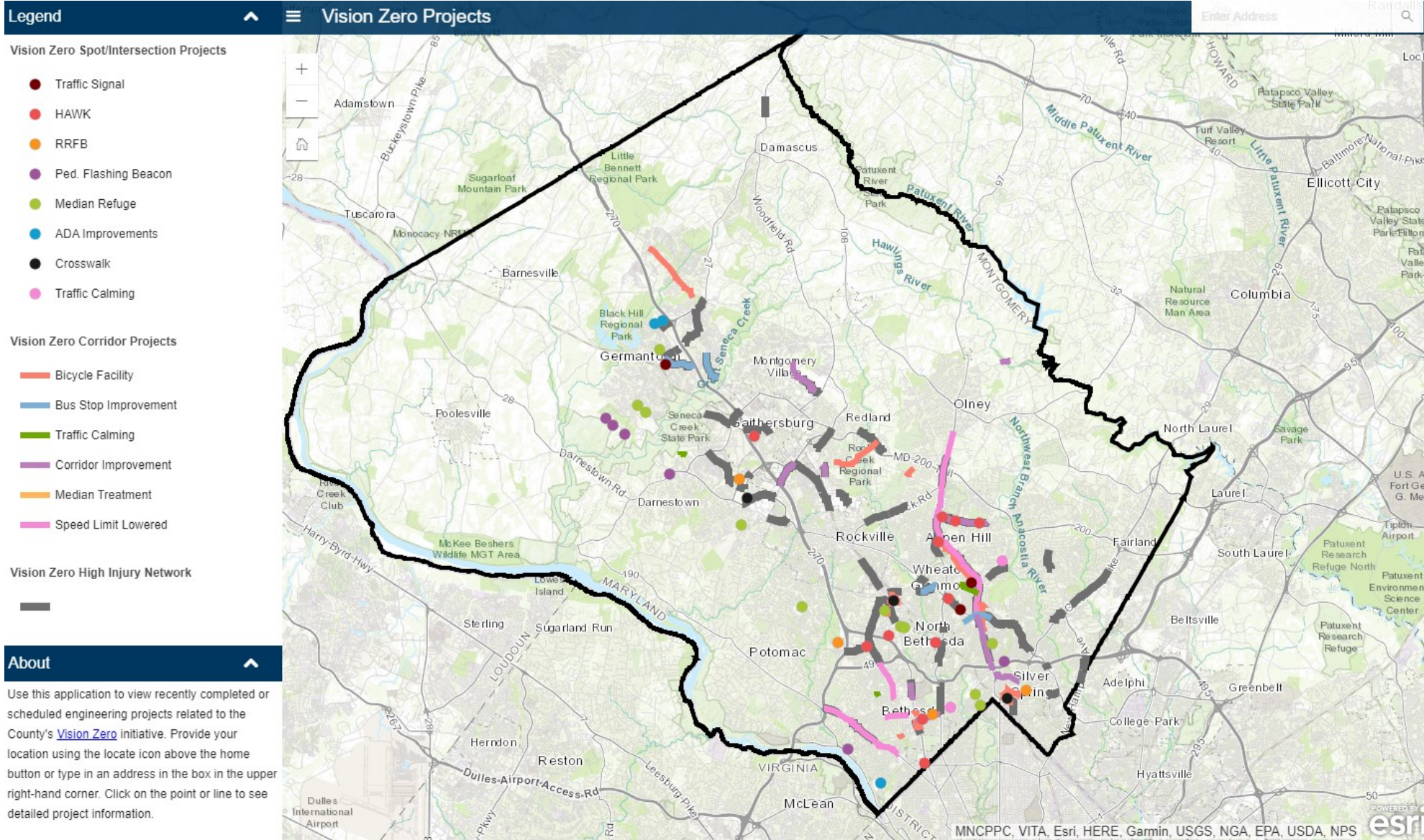


Work continues to improve access and safety in and around Pike & Rose and the White Flint Metro Station.

The White Flint West Workaround is building new local roads, realigning Old Georgetown Road/Executive Boulevard/Towne Road, and adding new sidewalks and bikeways.

The White Flint Metro Station Access Improvement project will remove the right-turn lanes at the Rockville Pike and Old Georgetown Road intersection and provide for sidewalk, expanded bus bays, and streetscape improvements along Rockville Pike between Old Georgetown Road and Marinelli Road.

VISION ZERO PROJECT MAP



MCDOT and CountyStat developed an interactive project map to highlight Vision Zero related projects happening across the county.

Since the initial launch of the map, SHA projects have been included such as speed limit reductions on major highways and signal projects.

The map can be found on the [Vision Zero homepage](#).



The new street design guide standards under development by MCDOT and the Planning Department set a target speed of 20 MPH for downtown and neighborhood streets. To test the potential safety benefits of 20MPH target speed limits, MCDOT is piloting the treatments on downtown streets to determine what treatments and messaging are effective in getting drivers to travel at 20MPH.

The Phase I Pilot Area will cover streets in Germantown, Woodglen, and Long Branch from January to June. Depending on the results of this pilot, it will be expanded to other areas in the county.

STUDY FOR PEDESTRIAN NAVIGATION FOR VISUALLY IMPAIRED RESIDENTS IN URBAN CENTERS



The County Department of Transportation applied for and received a grant from the Metropolitan Washington Council of Governments to examine traveling in our urban areas and transit accessibility for people with low or no vision. The study will examine existing conditions, stakeholder feedback, and leading practices to make recommendations on improving the pedestrian environment.

VISION ZERO YOUTH AMBASSADORS



The 2021 Vision Zero Youth Ambassador Program will give 34 Montgomery County high-school students the opportunity to become road safety leaders in their community. Ambassadors will attend a special virtual training on road safety, cause campaign (Ambassador Plan) development, and public speaking. The program ends with each ambassador creating and executing an Ambassador Plan and a celebration luncheon where the Ambassadors will serve as youth keynote speakers presenting their plan and outcomes to parents and community leaders. Ambassadors receive incentives and SSL hours for their participation.

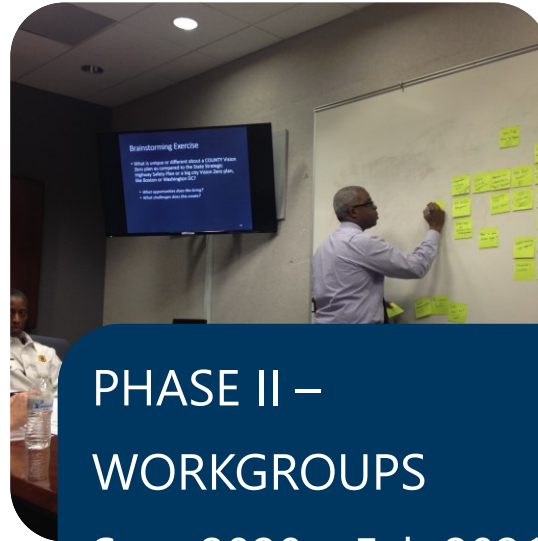
10-YEAR PLAN DEVELOPMENT



PHASE I – FACT FINDING

June – Aug 2020

- Community survey
- Community letters
- Community meetings
- Targeted outreach
- Updated data analysis and leading practices research
- MCG surveys and interviews
- Deliverable: Background packets for workgroups



PHASE II – WORKGROUPS

Sept 2020 – Feb 2021

- 3 workgroups
- Meet 5 times
- Develop objectives, strategies, action items, and performance measures
- Co-chairs supported by contractors to build on progress each meeting
- Deliverable: Working draft of 10-year strategy and 2-year action plan

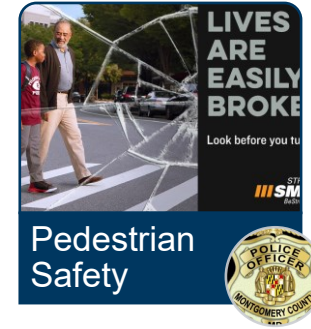
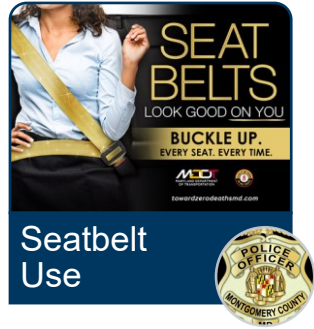


PHASE III – COMMUNITY REVIEW

March – May 2021

- Facilitated reviews
- Continued outreach to traditionally underrepresented communities
- Deliverable: Final draft of 10-year strategy and 2-year action plan

HIGH VISIBILITY ENFORCEMENT



MCPD utilizes the Maryland Highway Safety Office's high visibility enforcement (HVE) calendar to perform regular stepped up enforcement all year round. MCPD utilizes analyses from MHSO, Traffic Division data analyst, and CountyStat to identify hotspots for crashes.

Enforcement is typically tied with education to inform residents of the dangerous behaviors, ways to curb the behaviors, and explain why we perform high visibility enforcement.



THANK YOU!



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



PRELIMINARY 2020 CRASH STATISTICS



PRELIMINARY 2020 CRASH TOTALS



<u>ALL CRASHES</u>	2019	2016 – 2019 Avg.	2020 Prelim.	% Change
Cyclists	120	133	144	+8%
Drivers / Passengers	11,041	11,315	7,552	-33%
Pedestrians	500	485	356	-27%
TOTAL	11,661	11,933	8,052	-33%

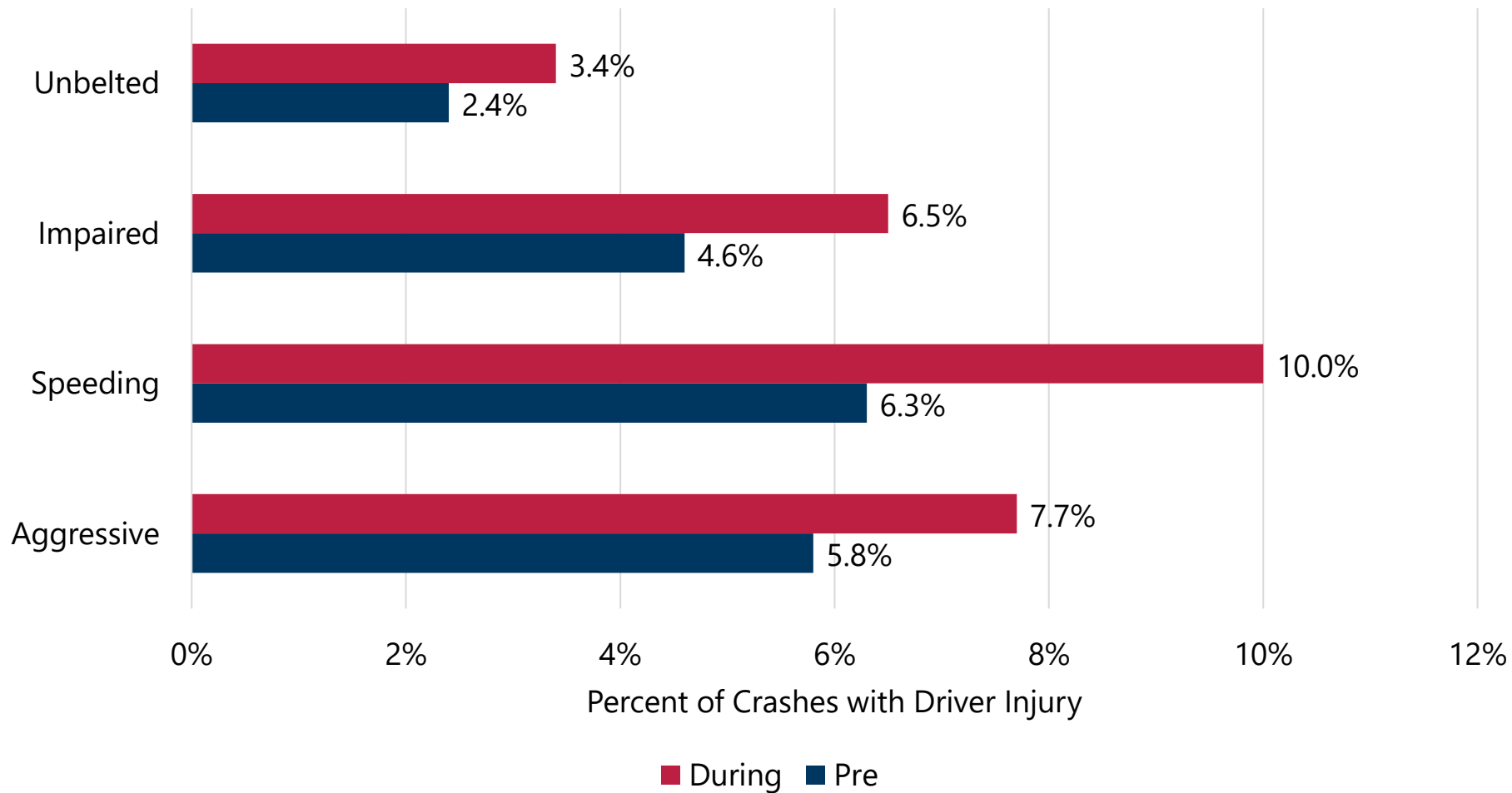
<u>FATAL CRASHES</u>	2019	2016 – 2019 Avg.	2020 Prelim.	% Change
Cyclists	1	1	1	0%
Drivers / Passengers	18	16	22	+38%
Pedestrians	13	12	16	+33%
TOTAL	32	29	39	+35%

- NOTES:
- **Red Text** = The number is preliminary and subject to change. 2020 cases are still being closed out.
 - Includes reports from MCPD, RCPD, GCPD, M-NCPPC Police, and TPPD.
 - % change = change from 2020 compared to the 2016-2019 average.

With the pandemic reducing the number of vehicles on the road, the overall number of crashes in 2020 dropped by a third compared to the prior 4-year average. Collisions between motor vehicles and people on bikes saw a slight increase.

For those still on the road and involved in a crash, there was a notable increase in speeding, impaired, and unbuckled drivers. The increase in risky behavior was observed nationwide. As a result, fatalities were up 35% in Montgomery County compared to the prior 4-year average. Fatalities are projected to increase nationwide in 2020.

DRIVER BEHAVIOR FOR INJURY CRASHES



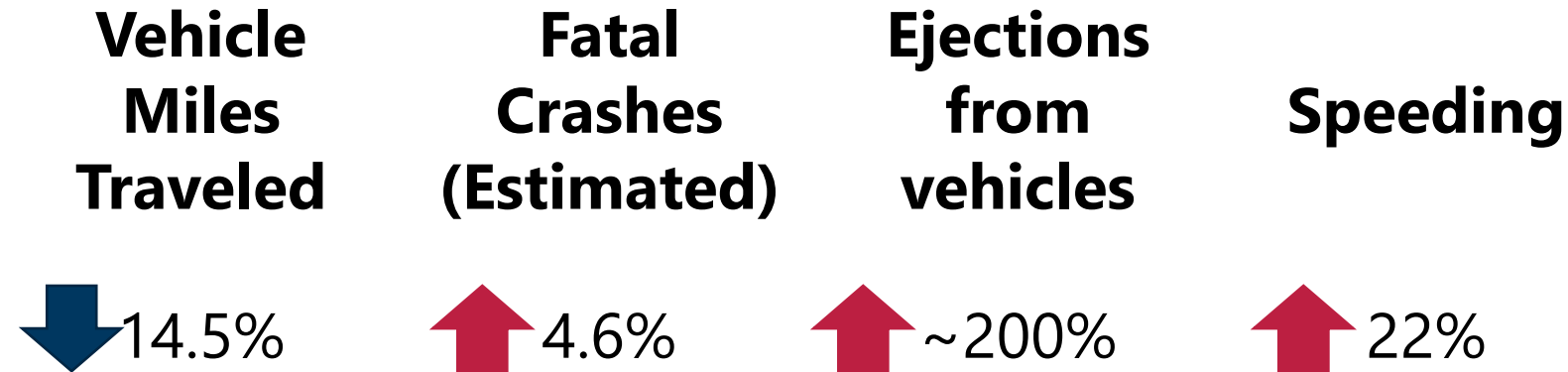
For drivers injured or killed in traffic crashes since the pandemic started in March 2020, there were increases in the proportion of crashes where the driver was unbelted, impaired, speeding, and driving aggressively. This increase in risky behavior was noticed across the US.

NOTES:

- Pre-pandemic = 1/1/2016 – 3/14/2020. During pandemic = 3/15/2020 – 2/20/2020.
- Includes reports from MCPD, RCPD, GCPD, M-NCPPC Police, and TPPD.

FATAL CRASH ESTIMATES FOR U.S. IN 2020

In the U.S., from January to September...

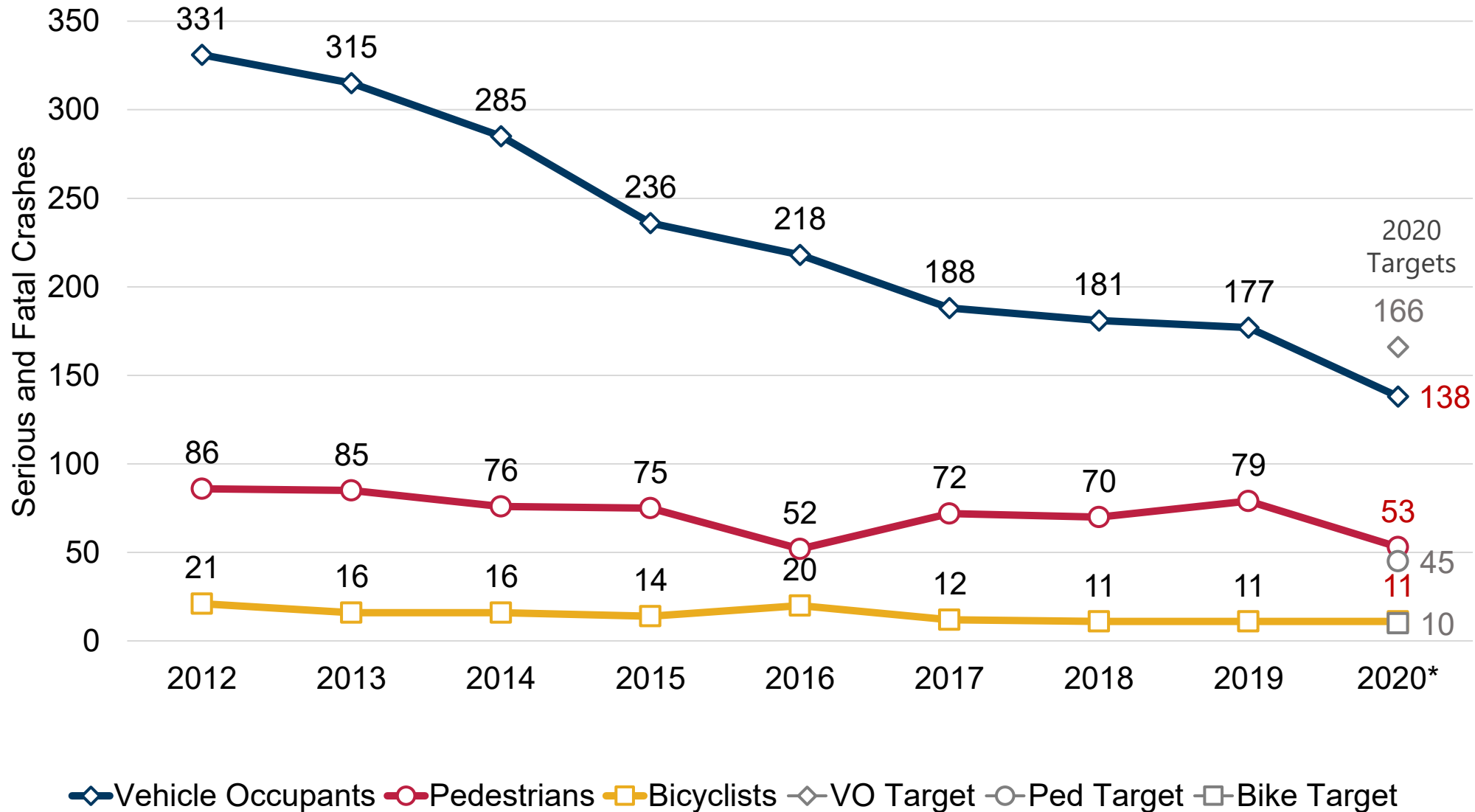


“Preliminary data tells us that during the national health emergency, fewer Americans drove but those who did took more risks and had more fatal crashes.

- One recent report showed a median 22% increase in speeds in select metropolitan areas.
- Sixty-five percent of drivers in trauma centers after a serious crash tested positive for drugs or alcohol.
- In April, double the average number of people were thrown from vehicles during crashes, indicating no seat belts.”

[-NHTSA Open Letter to the Driving Public](#)

SERIOUS AND FATAL CRASHES BY YEAR

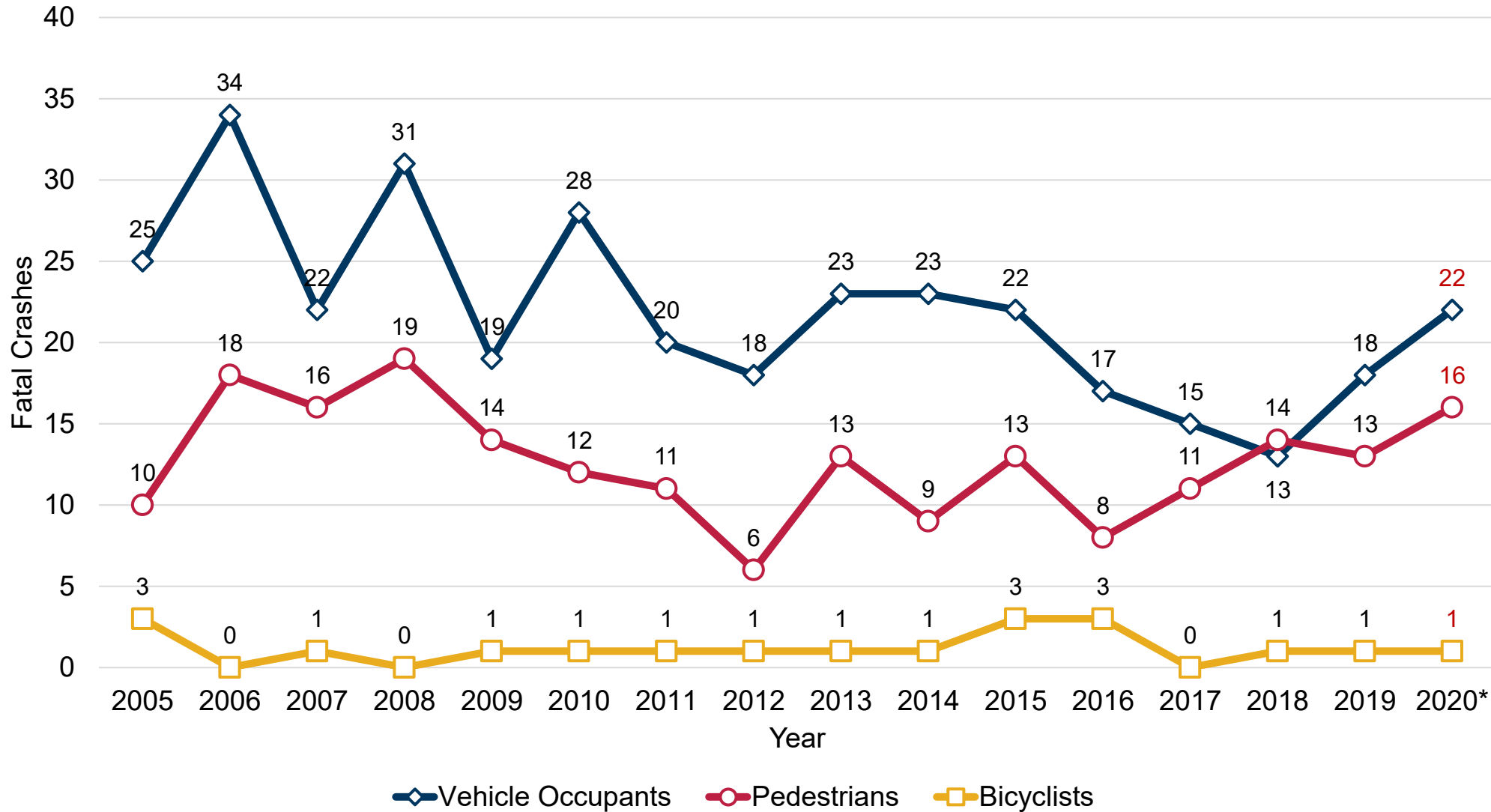


The number of serious and fatal crashes declined 24% compared to 2019. The largest decline was for people on foot with a 33% decline followed by people in motor vehicles at 22%. The number of people on bikes seriously injured or killed was unchanged.

Source: MCPD. To compare to pre-2015 data and set targets, only reports from MCPD, RCPD, and GCPD are included in the chart.

*2020 data are preliminary and subject to change

FATAL CRASHES BY YEAR



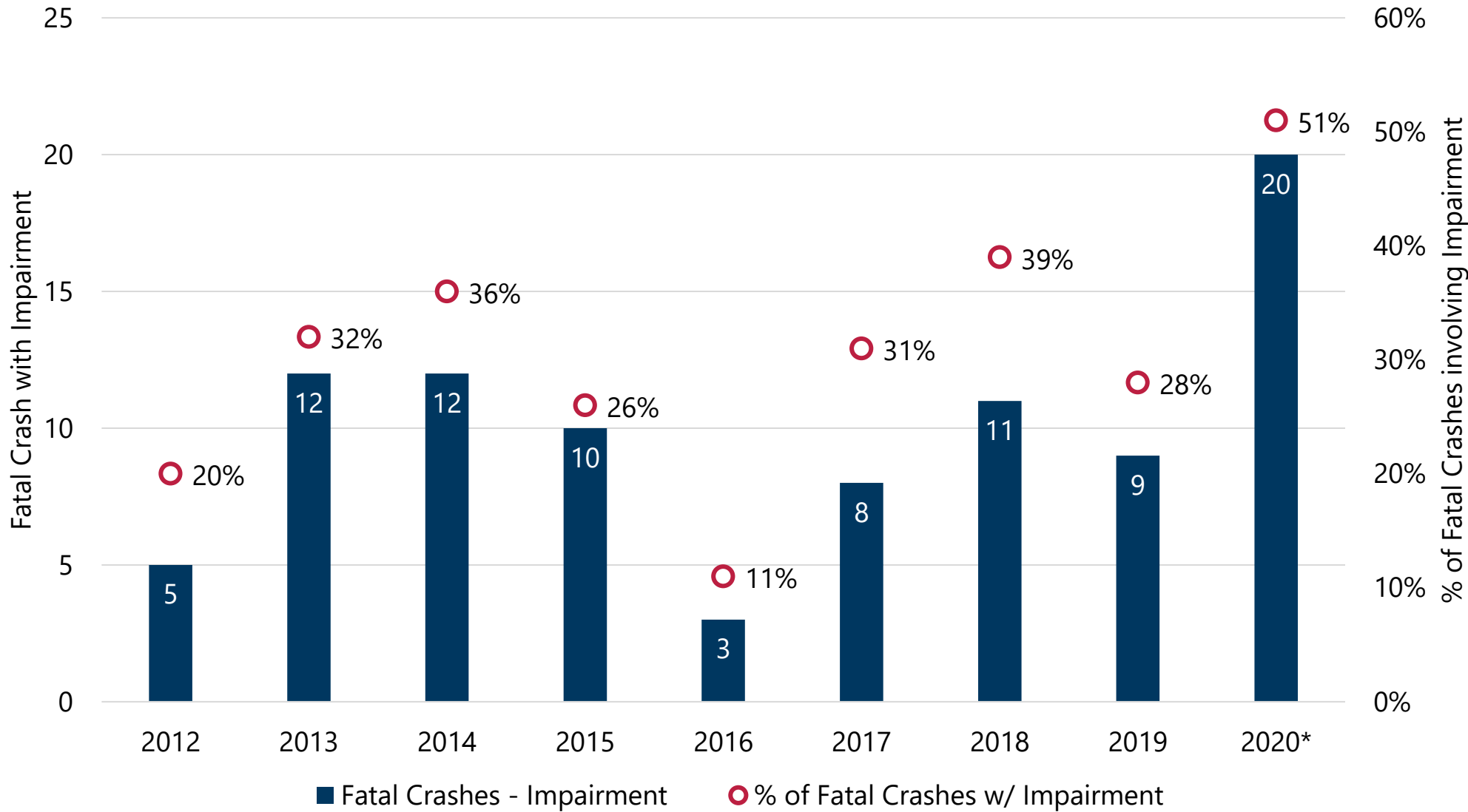
In 2020, there were **39 fatal crashes with 41 fatalities**. This is the highest total since 41 fatal crashes in 2010.

Vehicle occupant (drivers, passengers, and motorcyclists) fatalities reached a low in 2018 with 13 fatal crashes, but in 2020 returned closer to the average of 2010-2015.

Pedestrian fatalities have been on the rise since 2016. Nationwide, pedestrian fatalities increased by 51% from 2009 to 2019.

Source: MCPD Collision Reconstruction Unit
 *2020 data are preliminary and subject to change

IMPAIRMENT-RELATED FATAL CRASHES



51% of fatal crashes in 2020 involved at least one party in the crash being impaired (BAC ≥ 0.08). This was well above the 2016-2019 average of 30%. Of concern were BACs exceeding 0.20, which is a level of intoxication where [balance and muscle control is significantly deteriorated and blackouts can occur.](#)

Source: MCPD Collision Reconstruction Unit
 *2020 data are preliminary and subject to change