



**VISION
ZERO**

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

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**OUR PLAN TO ELIMINATE FATALITIES AND
SEVERE INJURIES ON OUR ROADS BY 2030**
PEDESTRIAN SAFETY • UPDATE TO COUNTY COUNCIL • 11/13/18

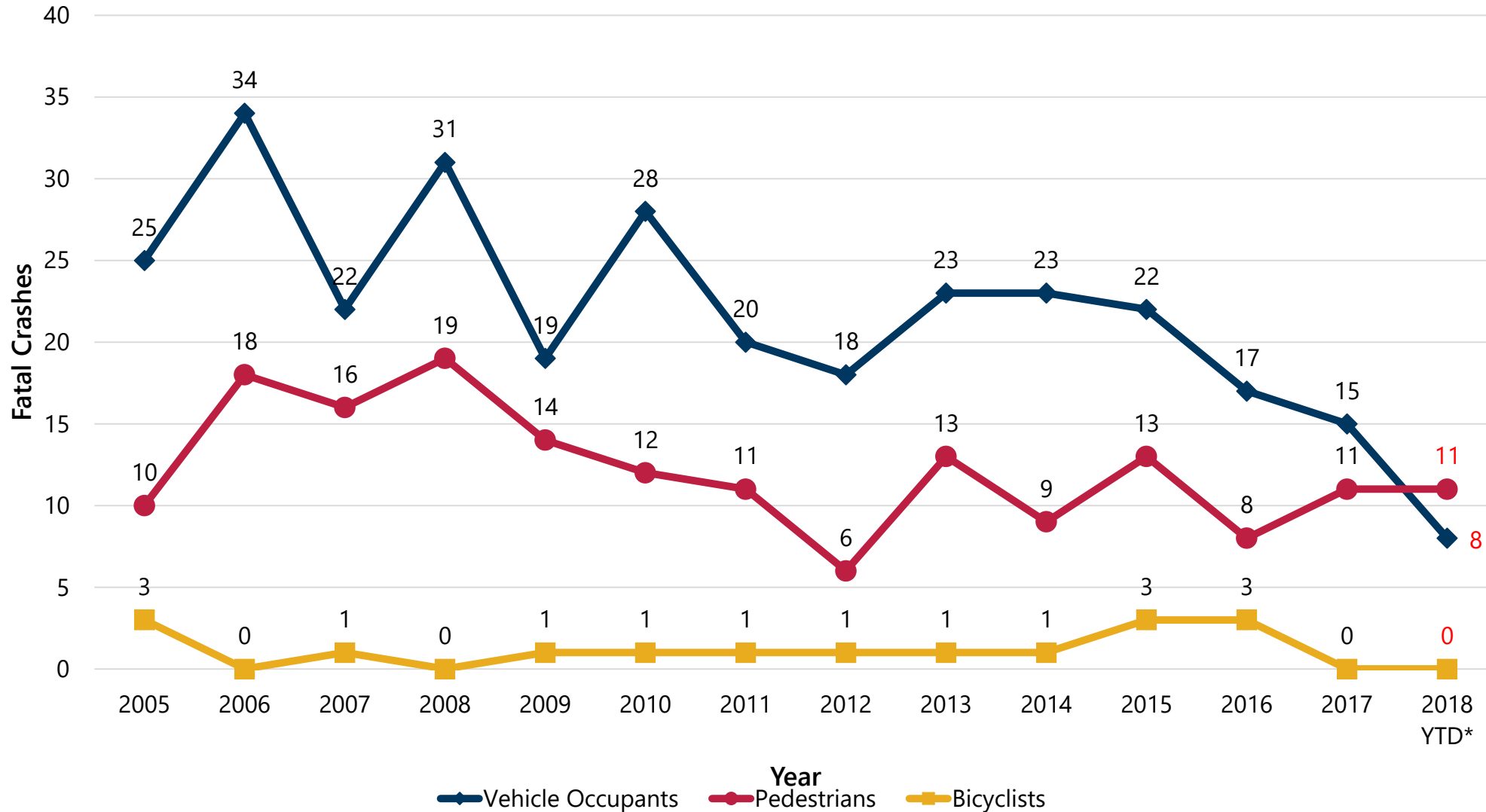
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FATAL CRASHES FOR ALL ROADWAY USERS



FATAL CRASHES BY YEAR



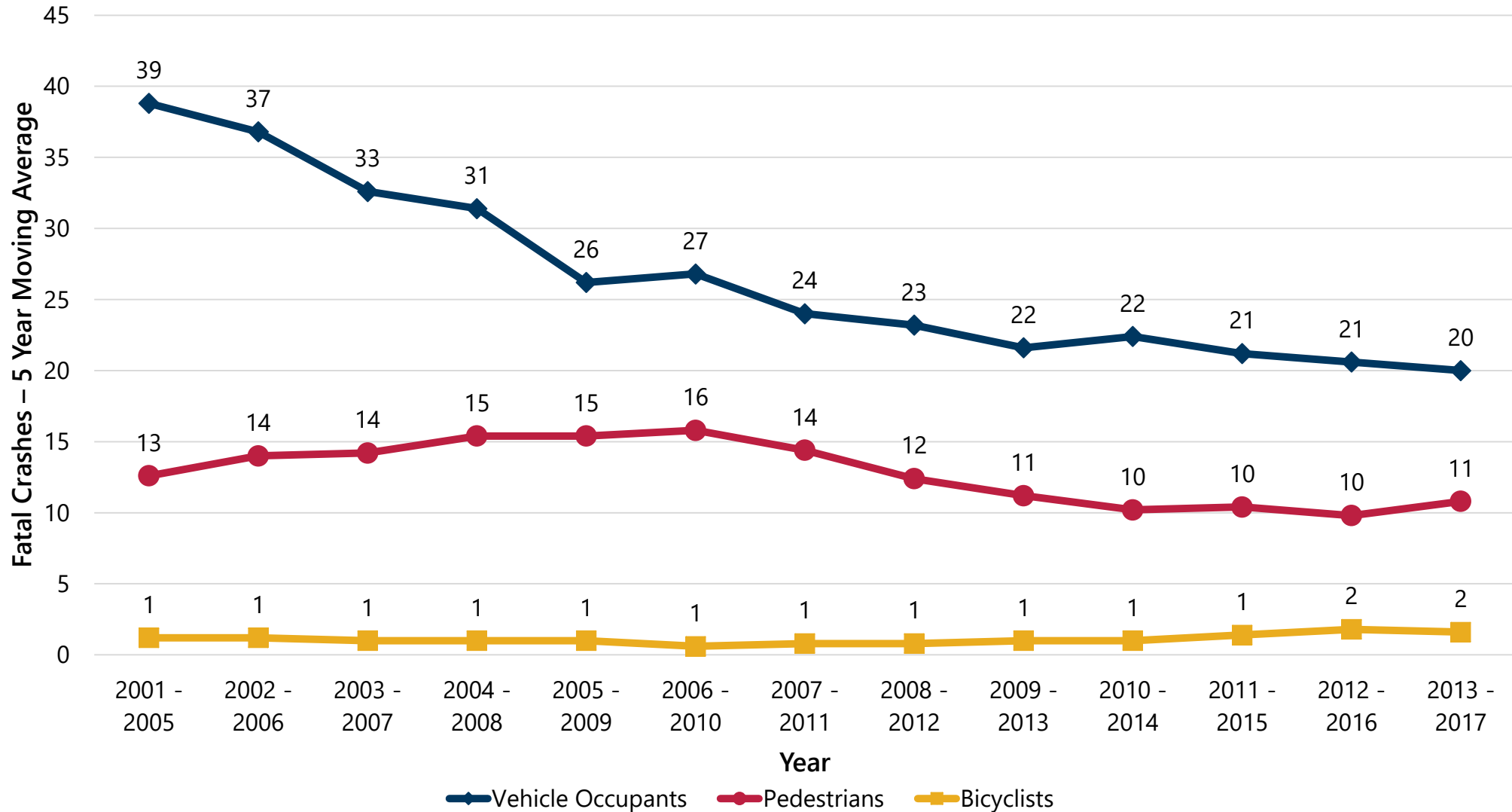
Fatal crashes for vehicle occupants have been at record lows the past two years and on pace to remain low in 2018.

After two years of 3 cyclist fatalities, 2017 reversed the increasing trend with zero cyclist fatalities.

For pedestrians, 2018 is likely to eclipse the 11 fatal crashes in 2017.

Source: MCPD Collision Reconstruction Unit
 *2018 data through September 30 and subject to change

5 YEAR MOVING AVERAGE FOR FATAL CRASHES



To smooth out the data and see the long-term trend, this chart shows the 5-year moving average for fatal crashes.

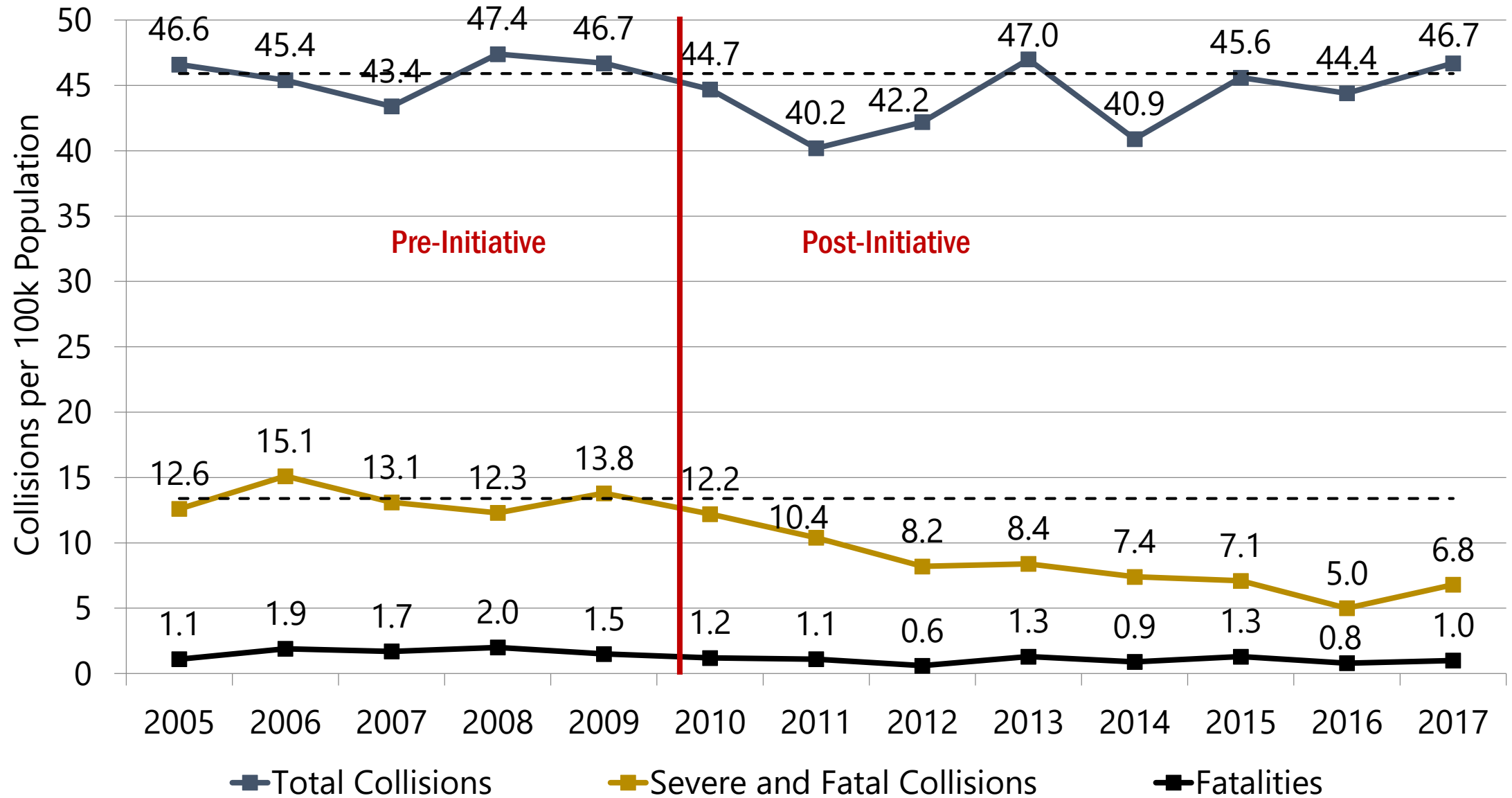
Of note, full funding for the pedestrian safety initiative started in FY10 and since then the number of pedestrian fatalities dropped from an average of 15 crashes to 10 crashes.



PEDESTRIAN CRASH STATS OVERVIEW



PEDESTRIAN AND VEHICLE CRASHES BY YEAR



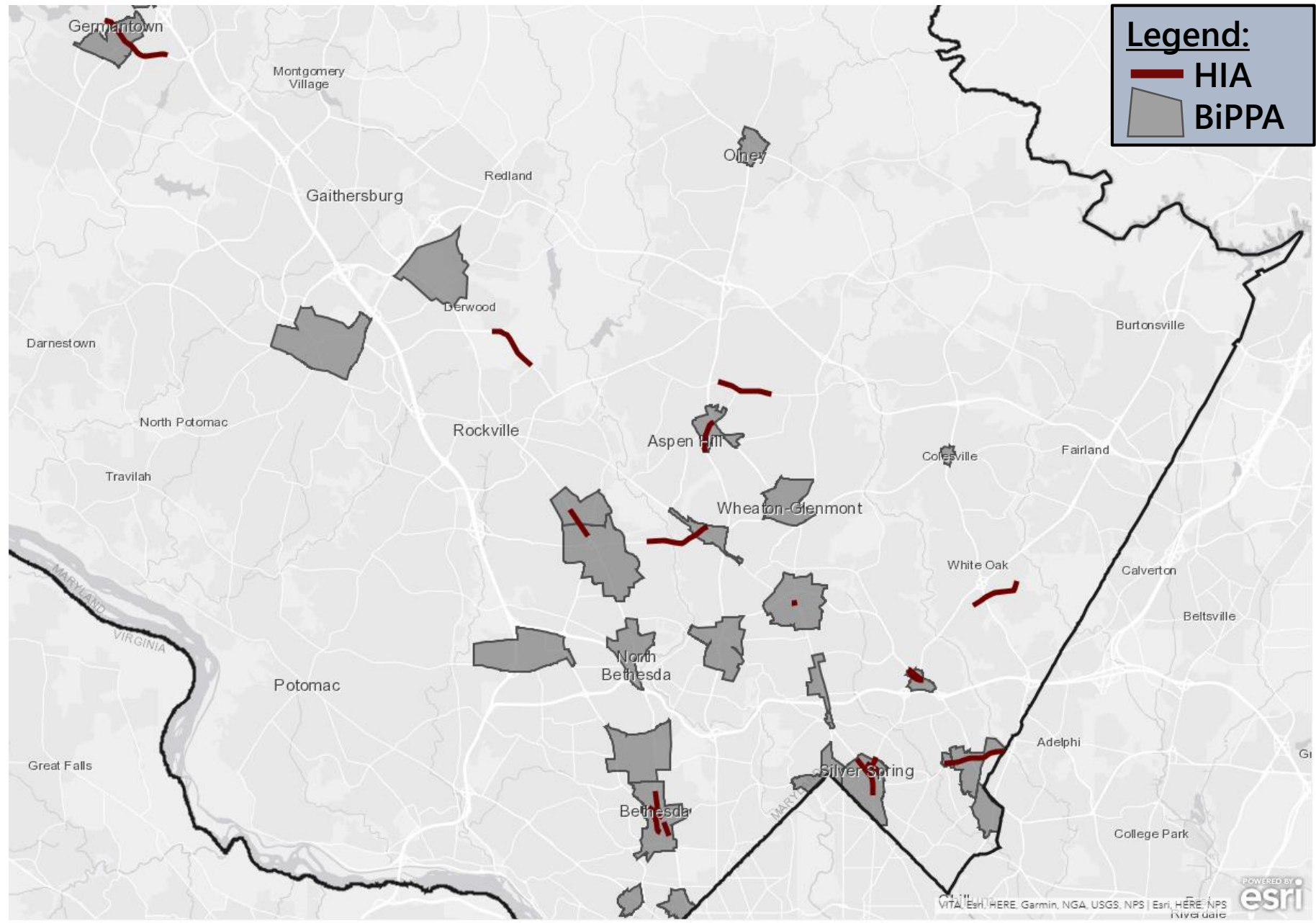
PEDESTRIAN AND VEHICLE CRASHES BY MONTH & YEAR



	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 thru Sept.	Pre-Initiative Average (2005-2009)	Post-Initiative Average (2010-2017)	Change
January	36	30	32	47	34	34	28	39	51	41	44	50	52	33	36	42	+6
February	28	27	34	30	37	39	27	36	37	23	42	47	43	35	31	37	+6
March	37	28	34	38	32	33	38	29	36	29	31	34	43	28	34	34	0
April	26	25	34	34	28	33	36	28	43	22	27	29	39	25	29	32	+3
May	27	36	32	47	45	33	28	36	40	35	33	28	42	33	37	34	-3
June	41	33	30	24	41	33	17	35	33	31	32	35	41	28	34	32	-2
July	24	29	18	37	36	33	24	23	29	32	38	24	16	28	29	27	-2
August	28	37	24	37	31	25	33	31	36	27	36	31	39	30	31	32	+1
September	39	37	37	35	30	40	32	35	41	41	35	41	35	41	36	38	+2
October	46	42	36	31	38	44	43	44	55	54	49	54	55		39	50	+11
November	48	48	60	38	45	43	42	48	40	42	57	39	43		48	44	-4
December	49	49	33	49	51	44	51	41	37	43	57	51	46		46	46	0
Total Collisions	429	421	404	447	448	434	399	425	478	420	481	467	494	281	430	448	+18
Per 100,000	46.6	45.4	43.4	47.4	46.7	44.7	40.2	42.2	47.0	40.9	46.4	44.4	46.7		45.9	44.1	-1.8
Level 4 & 5 Collisions (% of total)	116 (27%)	140 (33%)	122 (30%)	116 (26%)	132 (29%)	119 (27%)	103 (26%)	83 (20%)	86 (18%)	76 (18%)	75 (16%)	52 (11%)	72 (15%)	46 (16%)	125	83	-42
Per 100,000	12.6	15.1	13.1	12.3	13.8	12.2	10.4	8.2	8.4	7.4	7.1	5.0	6.8		13.4	8.2	-5.2
Fatal Collisions*	10	18	16	19	14	12	11	6	13	9	13	8	11	11	15	10	-5
Per 100,000	1.1	1.9	1.7	2.0	1.5	1.2	1.1	0.6	1.3	0.9	1.3	0.8	1.0		1.6	1.0	-0.6

NOTE: 2018 crash figures are preliminary and subject to change

PEDESTRIAN HIGH INCIDENCE AREA (HIA) LOCATIONS



With the pedestrian safety initiative, the County identified and tracked 17 areas with higher rates of collisions between motor vehicles and pedestrians. The roadways identified were a mix of County and State maintained.

The next two slides show the number of collisions along each corridor by year and performance before and after the pedestrian road safety audit (PRSA).

PEDESTRIAN CRASHES IN HIGH INCIDENCE AREAS (HIAs)

HIA	Number of Pedestrian Collisions													Pre-Audit Average	Post-Audit Average	% Change
	'06	'07	'08	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18			
Piney Branch	10	8	7	8	3	5	9	8	5	2	3	8	6	9.0	5.7	-37%
Wisconsin	6	10	3	4	3	3	3	6	4	4	0	6	0	8.0	3.7	-54%
Georgia	7	5	7	10	4	4	2	11	7	10	9	7	7	6.3	6.8	+8%
Rockville Pike	4	3	9	8	2	3	2	4	4	3	2	4	1	5.3	3.0	-43%
Four Corners	4	7	5	0	1	3	0	3	2	3	2	4	2	4.0	2.4	-40%
Reedie	0	3	3	7	2	1	2	2	2	2	1	3	2	3.3	1.9	-42%
Randolph	2	1	4	4	1	2	3	1	0	1	1	0	1	2.8	1.1	-61%
Connecticut	4	5	6	2	2	3	3	3	2	3	1	2	0	3.8	2.3	-39%
Colesville	4	4	2	3	5	2	4	3	5	2	2	2	0	3.6	3.0	-17%
Old Georgetown	4	4	2	2	3	1	2	0	4	0	2	1	0	2.7	1.4	-48%

Key:

Year of PRSA Audit

Above Pre-Audit Average

= Preliminary 2018 crash data through Sept 30.

PEDESTRIAN CRASHES IN HIGH INCIDENCE AREAS (HIAs)



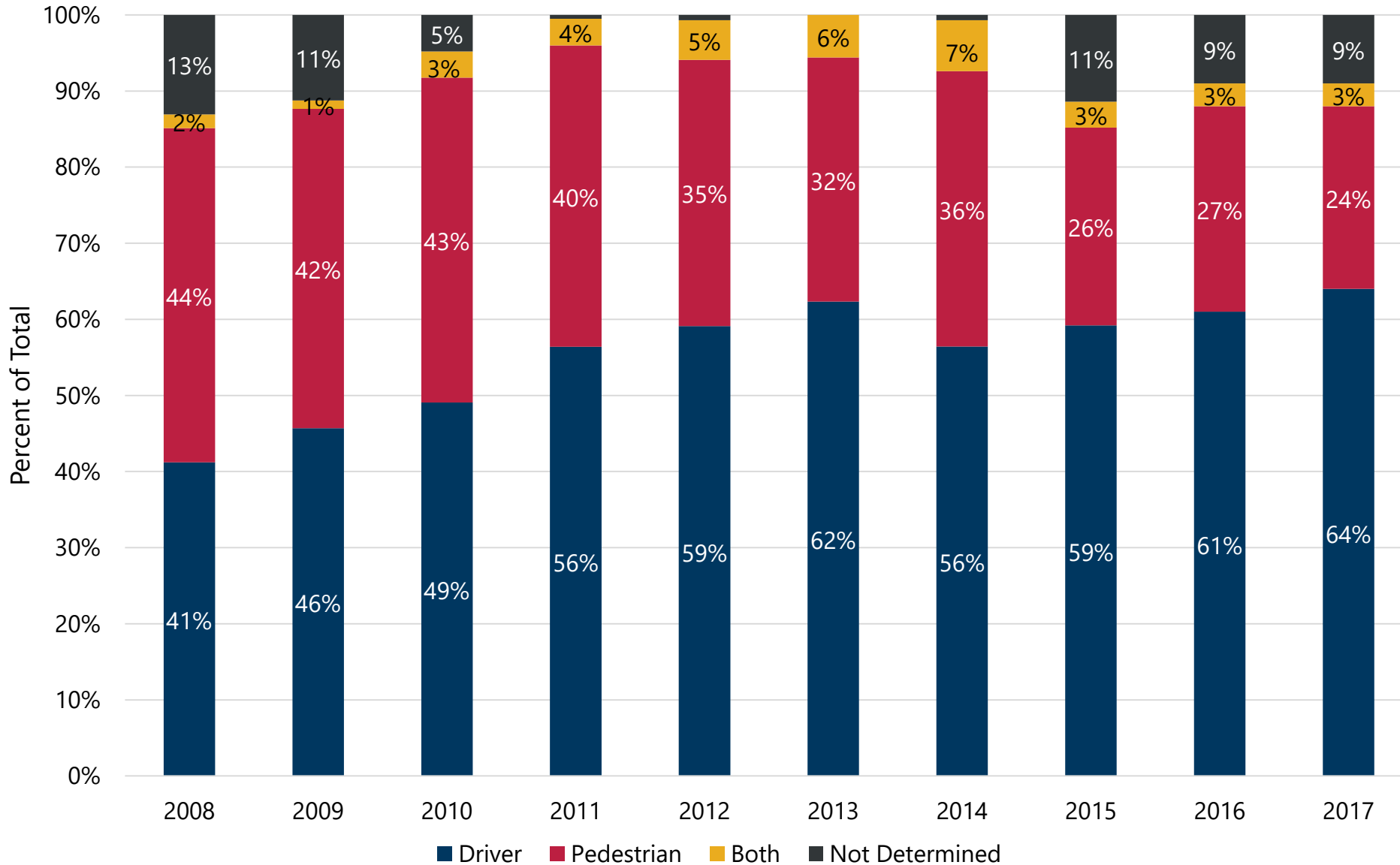
HIA	Number of Pedestrian Collisions													Pre-Audit Average	Post-Audit Average	% Change
	'06	'07	'08	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18			
Fenton St	1	0	4	0	3	3	6	5	3	5	5	3	2	2.4	4.0	+67%
E Gude Dr	0	2	3	5	0	0	3	1	3	0	3	0	0	1.8	1.0	-44%
Woodmont Ave	3	1	7	5	2	3	2	1	1	1	2	7	2	3.0	3.3	+10%
Bel Pre Rd	1	2	3	1	3	0	1	4	2	2	2	1	1	1.9	1.5	-21%
Lockwood Dr	5	0	1	3	2	5	0	3	3	6	2	1	1	2.4	1.5	-38%
Randolph Rd	1	0	1	1	1	1	0	0	1	0	1	0	1	0.6	N/A	N/A
Middlebrook Rd	1	1	3	1	2	3	3	1	1	2	5	5	1	1.8	N/A	N/A

Key: Year of PRSA Audit

Above Pre-Audit Average

= Preliminary 2018 crash data through Sept 30.

PEDESTRIAN & VEHICLE CRASHES BY PARTY AT FAULT



For the party deemed at fault, the rate has remained steady since 2012 with 60% drivers at fault, 30% pedestrians at fault, and 10% both/undetermined.

For fatal crashes between 2012 and 2017, the at fault rates were flipped with 40% for drivers, 57% for pedestrians, and 3% for both.

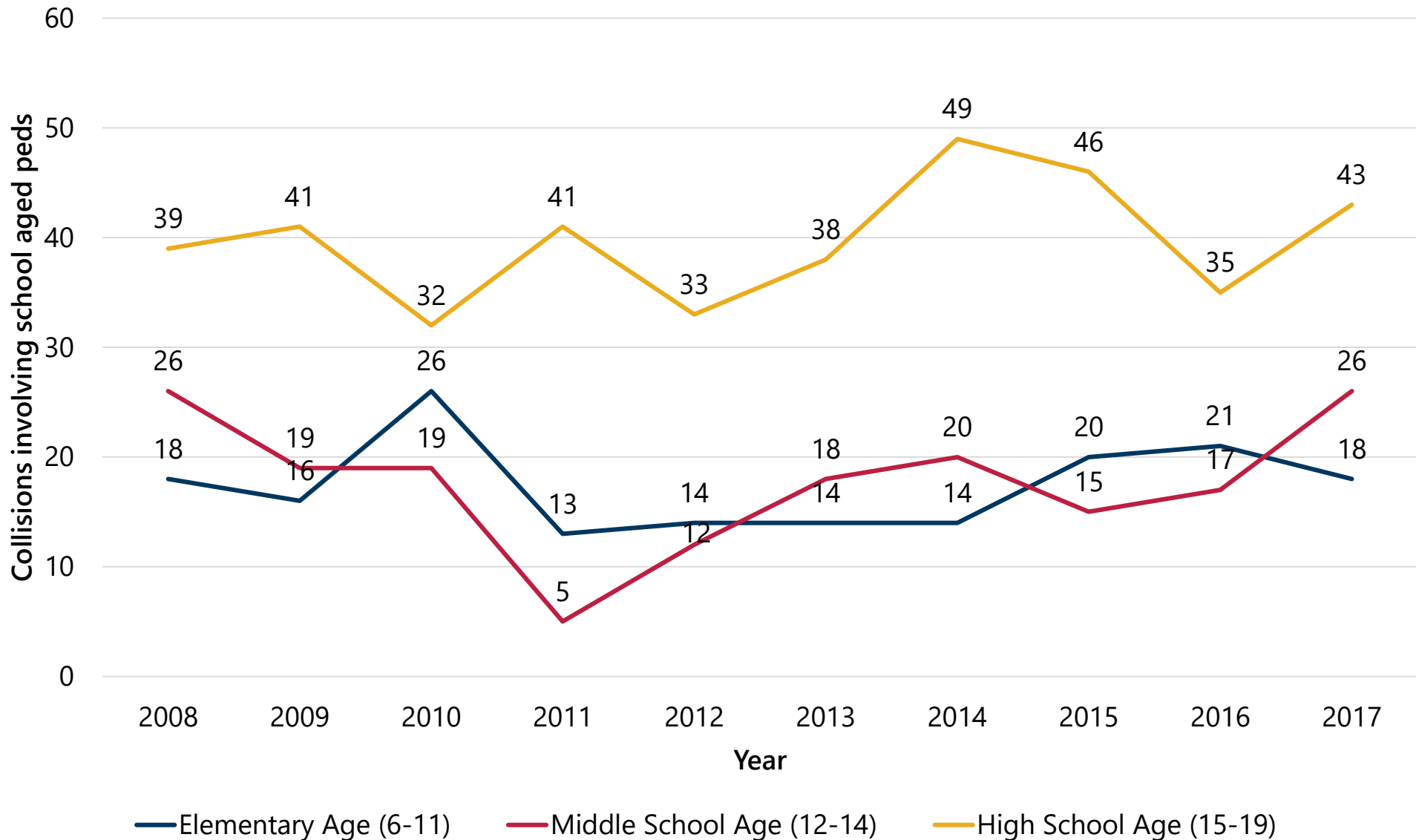
Note: numbers may not add to 100% due to rounding. MCPD will be reviewing the 2015-2017 unknowns and will update the results.



PEDESTRIAN CRASHES NEAR PUBLIC SCHOOLS



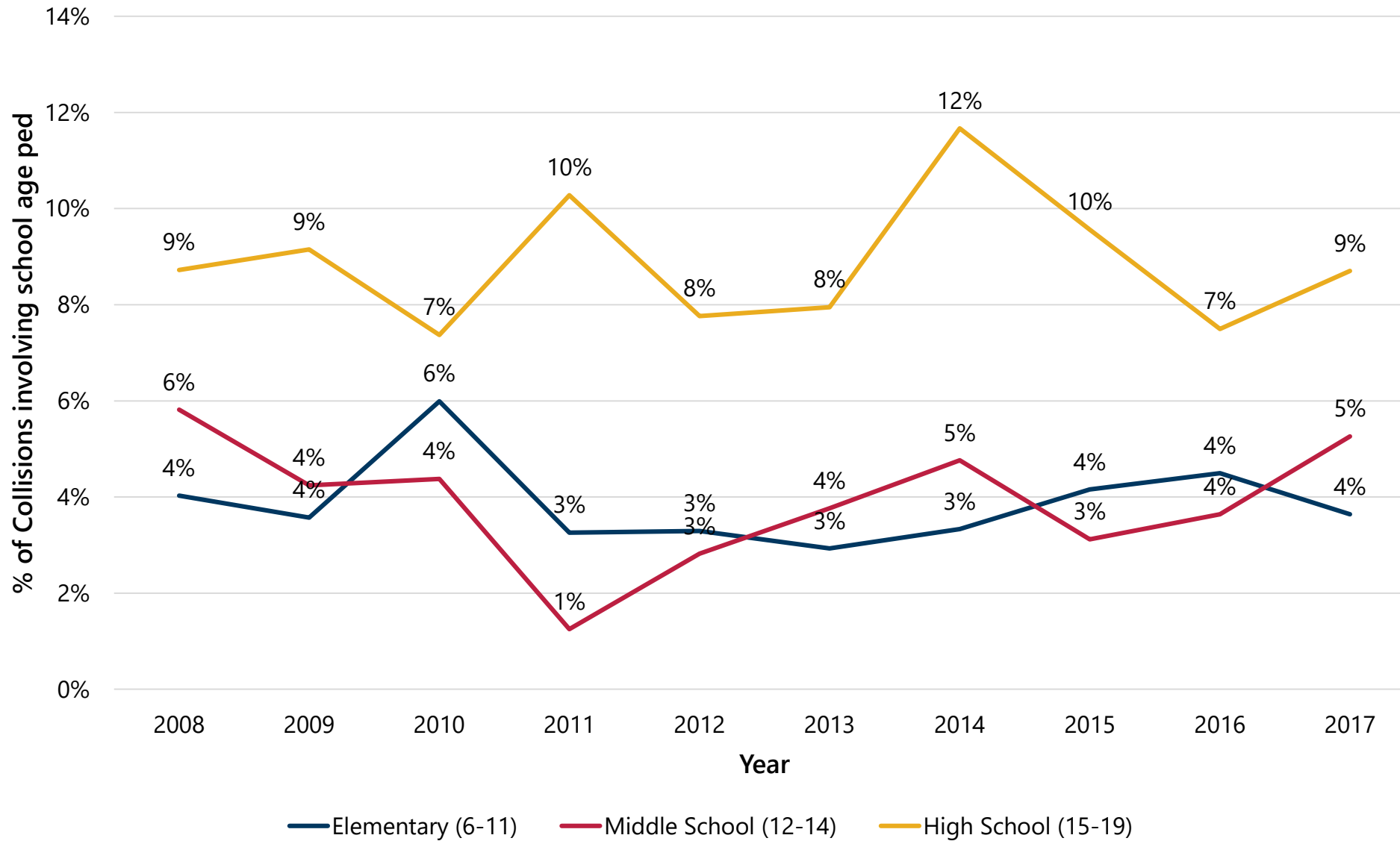
Countywide Collisions Involving School Age Pedestrians



The County averaged 40 crashes involving a high school aged pedestrian, 18 involving a middle school aged pedestrian, and 17 with an elementary school aged pedestrian each year since 2008.

Hotspot locations across the county for crashes involving pedestrians under 19 were the same as the county's overall pedestrian crash hotspots.

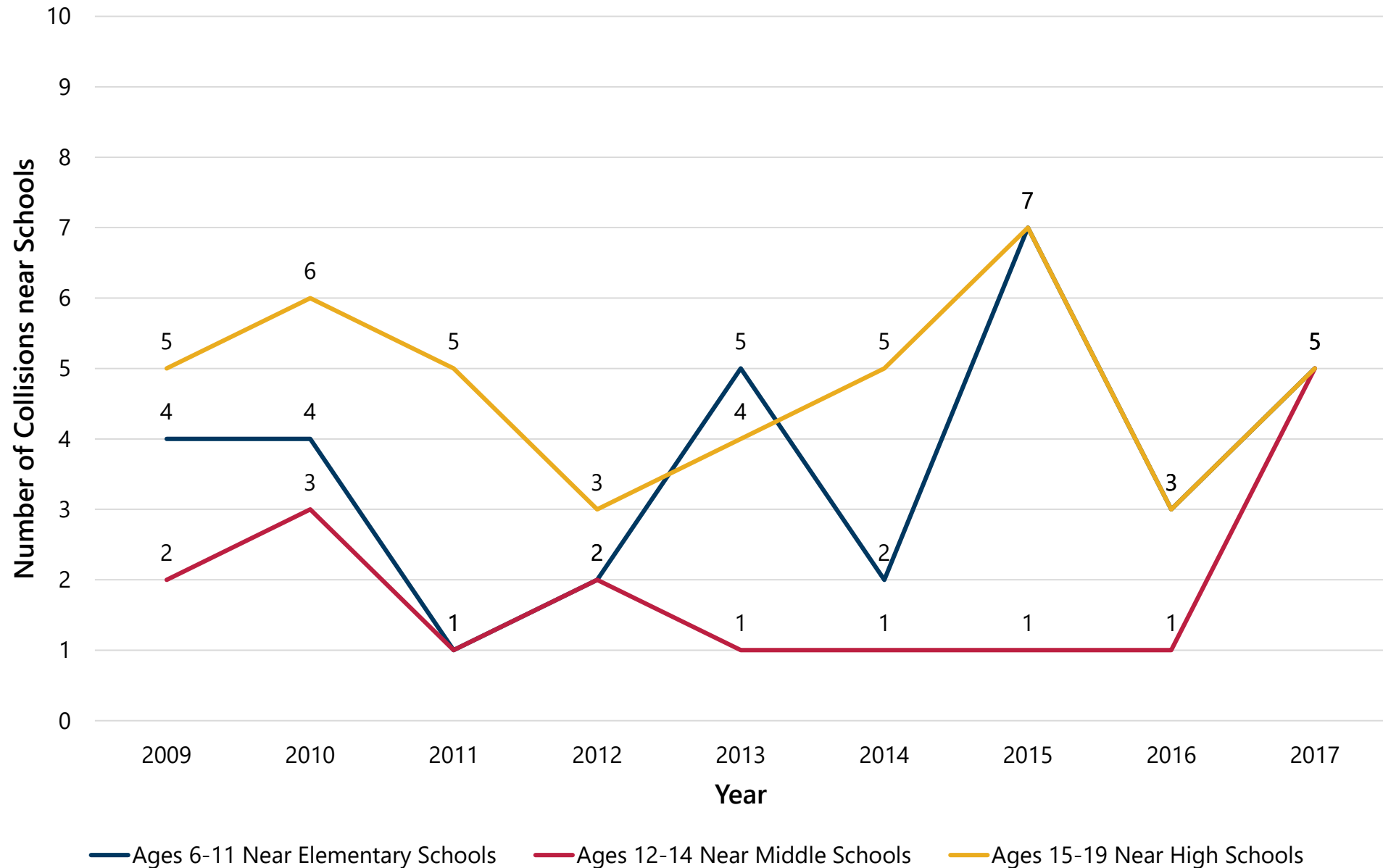
COLLISIONS INVOLVING SCHOOL AGE PEDESTRIANS AS A PERCENTAGE OF ALL PEDESTRIAN/VEHICLE COLLISIONS



To put the number of school age pedestrians involved in a motor vehicle crash in context, this slide shows those collisions as a percentage of all pedestrian involved traffic crashes.

High school age pedestrians were involved in 9% of crashes from 2008 to 2017. For middle school and elementary school age pedestrians, the average was 4%.

Ped. Collisions Within ¼ Mile of Public Schools: School Aged Pedestrians Only



For collisions within a quarter mile of a public school, the county averages 5 high schoolers, 2 middle schoolers, and 4 elementary school students struck per year.



STATE AND COUNTY COLLABORATION



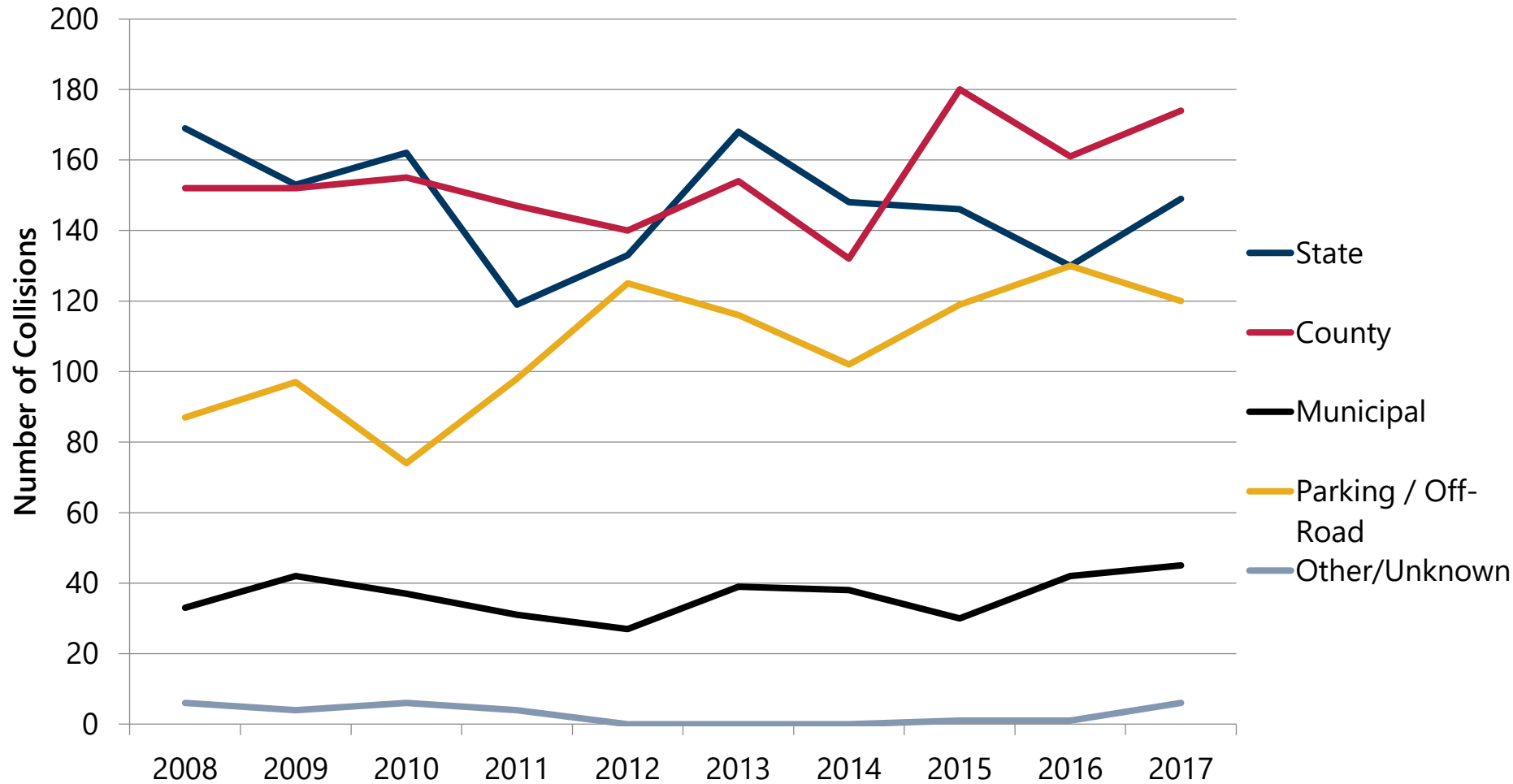
County and State Coordination follows the following process:

- **IDENTIFICATION** – Joint pinpointing of potential safety-deficient locations, based on a variety of input sources.
- **COLLABORATION** – Joint review of these locations; development of mitigation alternatives.
- **RECOMMENDATION** – The County provides input/recommendations for mitigation on MDOT SHA roadways.
- **IMPLEMENTATION** – Joint facilitation of improvements, based on ongoing or future projects in that area.
- **COST SHARING** – The County and MDOT SHA both invest resources throughout the process, including design and construction costs for specific mitigation efforts.

Example project:

The County and MDOT SHA worked together to address pedestrian issues in Wheaton CBD after a series of tragic crashes. One of the recommendations was to increase pedestrian safety education. The County and MDOT SHA both implemented Street Teams on an alternating schedule to ensure a sustained presence of on-site outreach.

PEDESTRIAN CRASHES BY ROADWAY OWNER

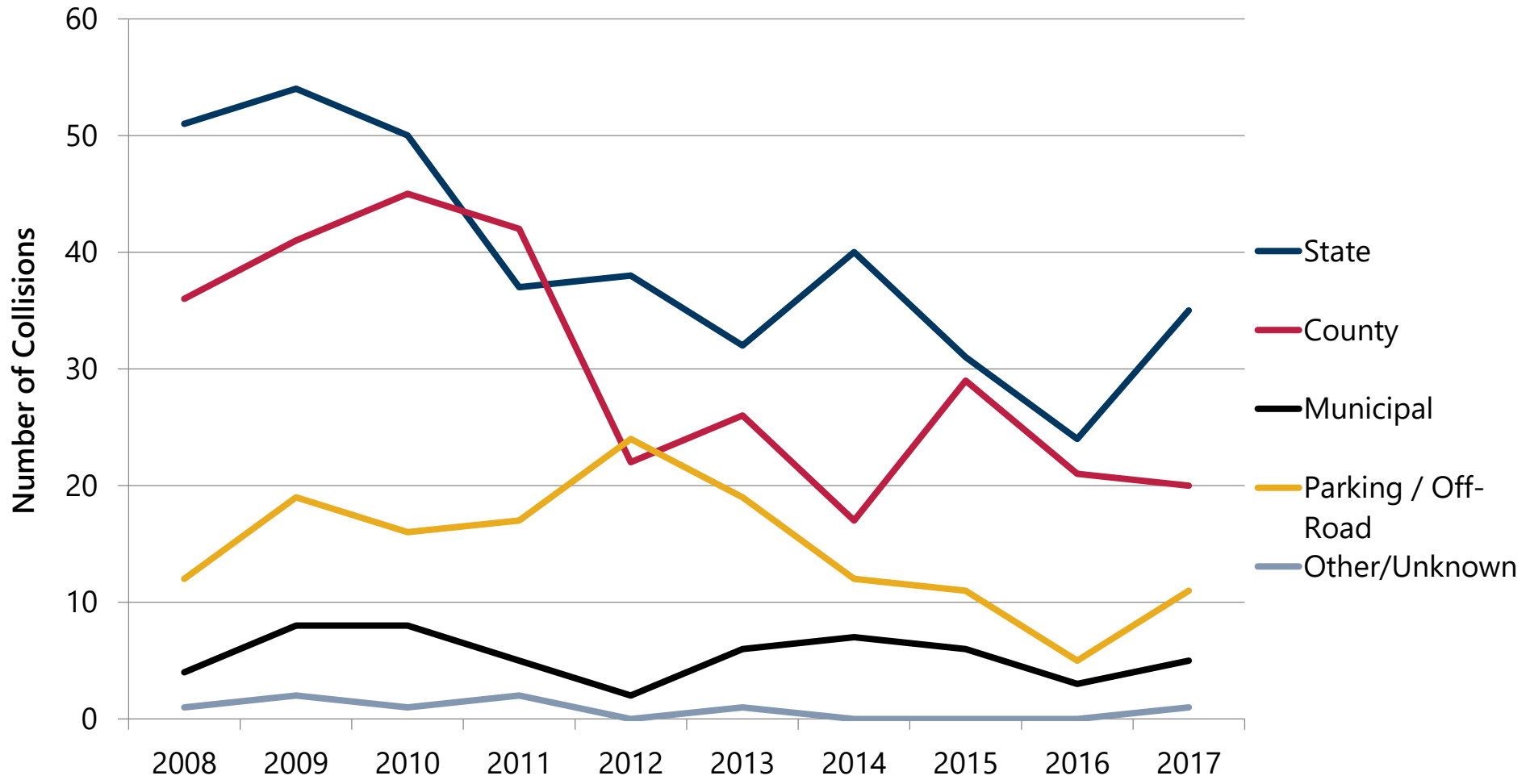


For all collisions between motor vehicles and pedestrians, 33% occurred on state highways, 35% were on county roadways, 8% municipal, and 24% off-road from 2008 to 2017.

Major county routes with the most pedestrian crashes include Randolph Rd, Shady Grove Rd, Fenton St, Lost Knife Rd, and Bel Pre Rd.

	State	County	Municipal	Total
Lane Miles	1,167	4,877	773	6,817
Percent of Total	17%	72%	11%	100%

SEVERE AND FATAL PEDESTRIAN CRASHES BY ROADWAY OWNER



For severe and fatal collisions involving pedestrians, 44% occurred on state highways, 33% were on county roadways, 6% municipal, and 16% off-road from 2008 to 2017.

	State	County	Municipal	Total
Lane Miles	1,167	4,877	773	6,817
Percent of Total	17%	72%	11%	100%

MARYLAND STRATEGIC HIGHWAY SAFETY PLAN 2016-2020

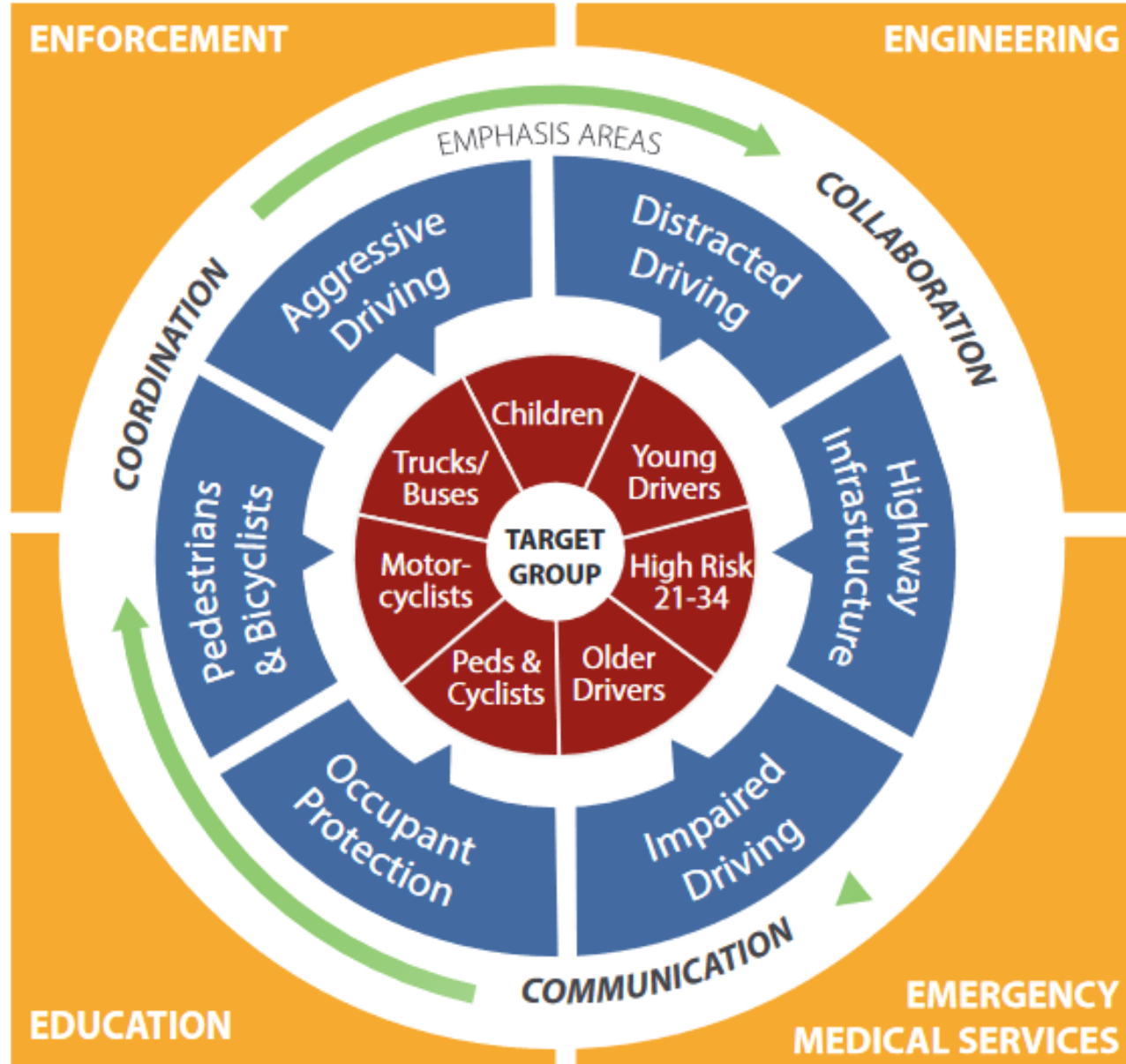
Similarities:

- State that traffic collisions are tragic, preventable occurrences
- Use a data-driven process to identify needs and countermeasures on roadways
- Set interim and long-range reduction targets for severe and fatal traffic collisions
- Employ strategies built around engineering, education, enforcement, and emergency medical services
- Adopt similar focus areas

Differences:

Montgomery County	Maryland
Eliminate traffic fatalities by 2030	Reduce traffic fatalities by 50% by 2030 from 2008 baseline
Sets specific actions	Sets broad strategies
Each action has a deadline	No deadlines to implement strategies

EMPHASIS AREA TEAM PARTICIPATION



Members of the County's Vision Zero Steering Committee are active participants in the State's Emphasis Area Teams. The Pedestrian/Bicycle Emphasis Area Team (PBEAT), meets bi-monthly to share data, learn about leading practices, and keep informed of federal and state funding opportunities.

The County and State have synced their traffic safety education calendars to better utilize all of our communication channels and share campaign material.



ENGINEERING PROJECTS FOR PEDESTRIAN SAFETY



WHEATON ENHANCEMENTS

Curb markings

MCDOT DTEO installed English and Spanish curb markings that discourage dangerous pedestrian activity on MD 97 (Georgia Ave.), from Price Ave. to Reddie Dr.



Median Changes



MCDOT DTEO is working with MDOT SHA to install a median fence along MD 97 (Georgia Ave.) from Price Ave. to Reddie Dr., similar to the one pictured above, along MD 586 (Veirs Mill Rd.)

Lane Narrowing



MDOT SHA restriped lane outside lane widths to 12 feet for buses and inside lanes to 10 feet on MD 97 (Georgia Ave.) from White Oak Dr to MD 193 (University Blvd.)

Utilizing resources from the County and State, there have been numerous activities within the Wheaton CBD to improve pedestrian safety. The State and County sponsored street teams to increase safety education. The State narrowed travel lanes on Georgia Ave to slow speeds. The County will install a fence and curb markings along MD 97 to steer pedestrians towards the crosswalks.

Muddy Branch Rd & Harmony Hall Rd HAWK Signal



To improve pedestrian safety, MCDOT DTEO is installing HAWK signals at:

- Muddy Branch Rd. & Harmony Hall Rd.
- Randolph Rd. & Livingston St. (originally proposed a HAWK but converted to full-color signal for sight distance deficiencies)
- Aspen Hill Road & Northgate Shopping Center
- Democracy Blvd. & Walter Johnson HS
- Willard Ave. & The Hills Plaza

RECTANGULAR RAPID FLASHING BEACONS (RRFBs)

RRFB on Bel Pre Road



Rectangular Rapid Flashing Beacons (RRFBs) are another tool to direct drivers' attention towards pedestrian activity. To improve pedestrian safety, MCDOT DTEO installed RRFBs at:

- Bel Pre Rd. & Astrodome Dr.
- Bel Pre Rd. & Tynewick Dr.
- Bel Pre Rd. & Weeping Willow Dr.
- Westlake Dr. & Lakeview Dr.

Additional MCDOT DTEO RRFBs are proposed at:

- Forest Glen Rd. & Sligo Creek Park Trail (design completed)
- Muddy Branch Rd. & Muddy Branch Square Shopping Center (under construction)



To improve pedestrian safety, MCDOT installed pedestal beacons along the PEPCO Natural Trail where roadway intersections are encountered, including:

- Schaeffer Rd.
- Black Rock Rd.
- MD 118 (Germantown Road)
- MD 28 (Darnestown Road)

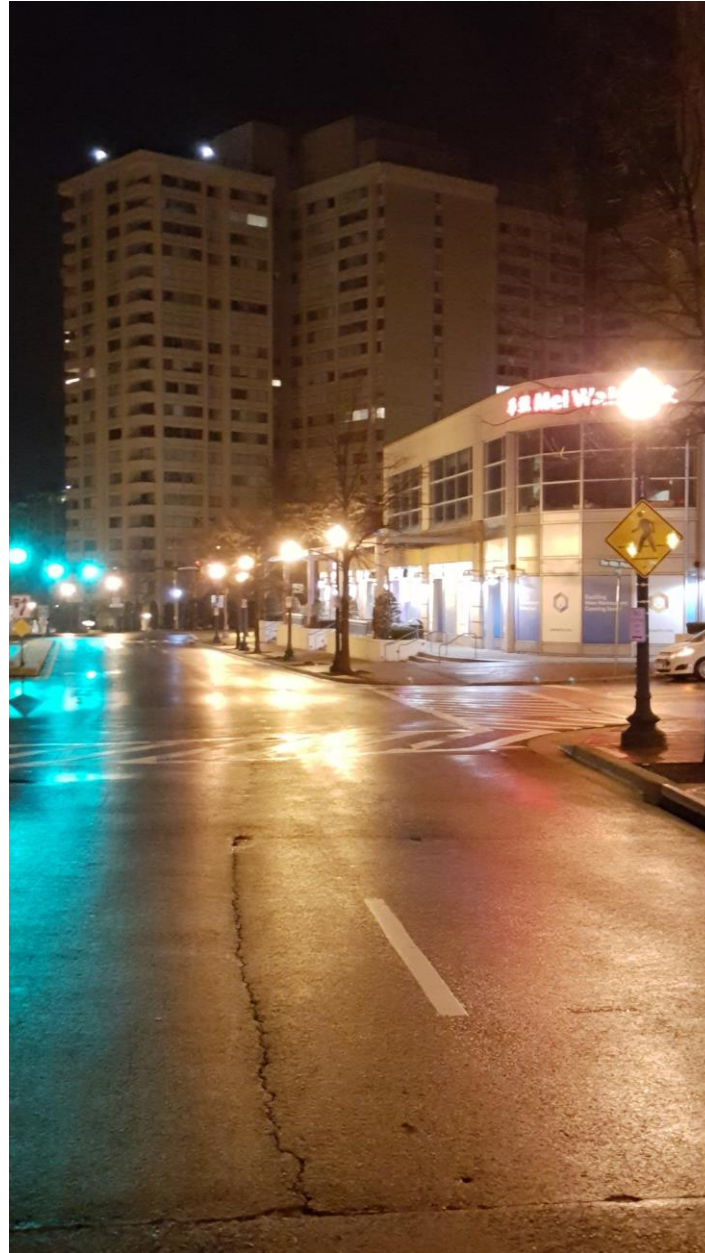
M-NCPPC is considering installing pedestal beacons at other trail crossings throughout the County.



MCDOT is dedicated to ensuring safe pedestrian access to and from transit stops throughout the County. The Bus Stop Audits performed along transit corridors are an enhancement of existing efforts conducted in conjunction with our Pedestrian Road Safety Audits. The Bus Stop Audits satisfy ENG-4: Review Transit Stops from the Vision Zero Two-Year Action Plan. MCDOT DTEO has performed Bus Stop Audits for the following corridors:

- Middlebrook Rd.
- MD 355 (Wheatfield Dr. to Middlebrook Rd.)
- Randolph (Rock Creek Park to Colie Dr.)
- Wheaton CBD

OTHER PED SAFETY PROJECTS



Lighting Studies

MCDOT has performed corridor lighting studies designed to determine lighting sufficiency and needs to improve safety for drivers, pedestrians and bicyclists.

Design Standards

MCDOT is reviewing and revising design standards to reduce opportunities for high-speed collisions and develop proper environmental countermeasures. MCDOT is updating pedestrian safety standards, signing standards, marking standards, and more to reach the Vision Zero goal.

New Bus Pads and Crosswalks

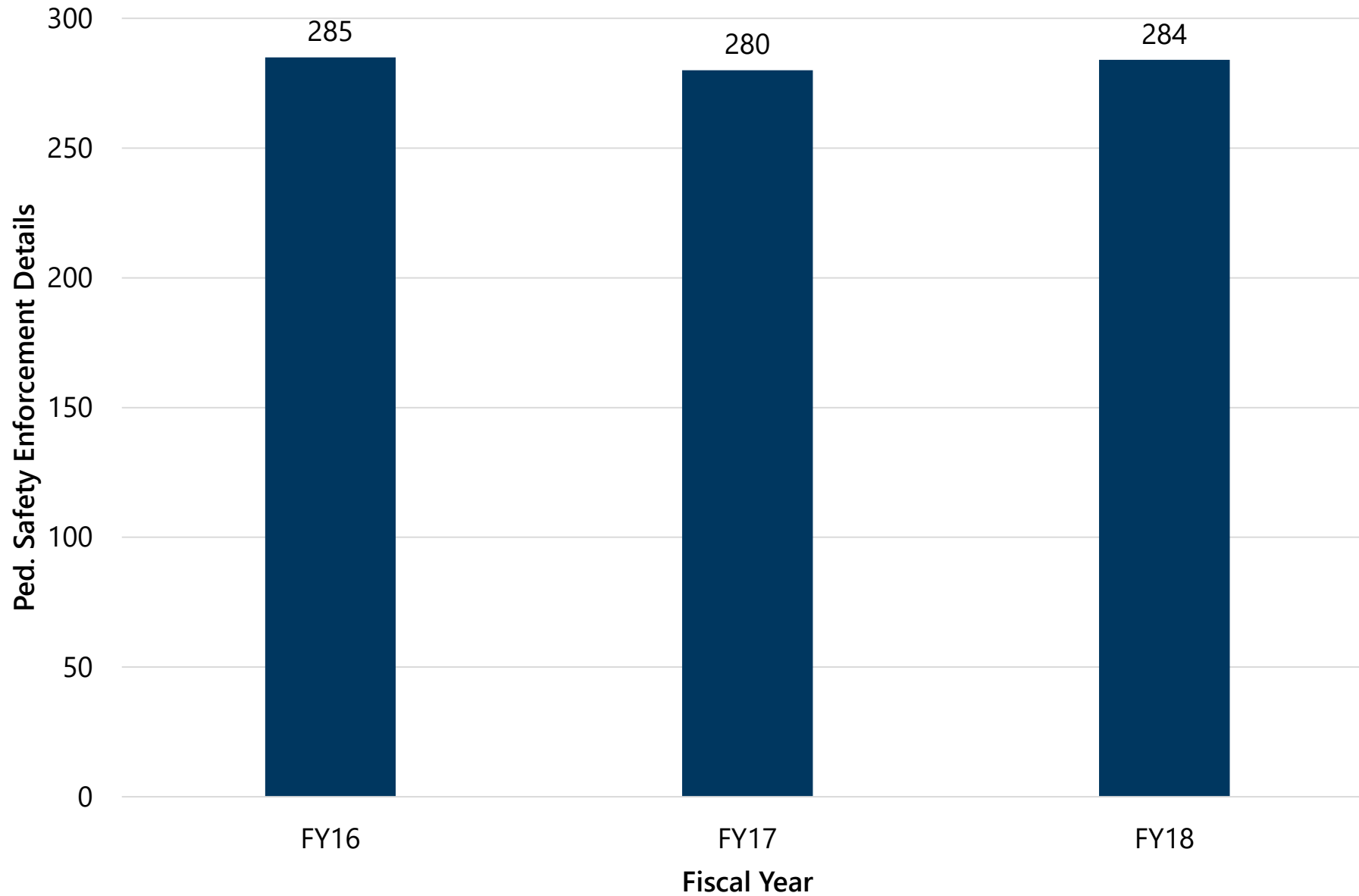
MCDOT is working on increasing access and safety at bus stop locations by providing new and updated infrastructure at bus pads and crosswalks.



HIGH VISIBILITY ENFORCEMENT

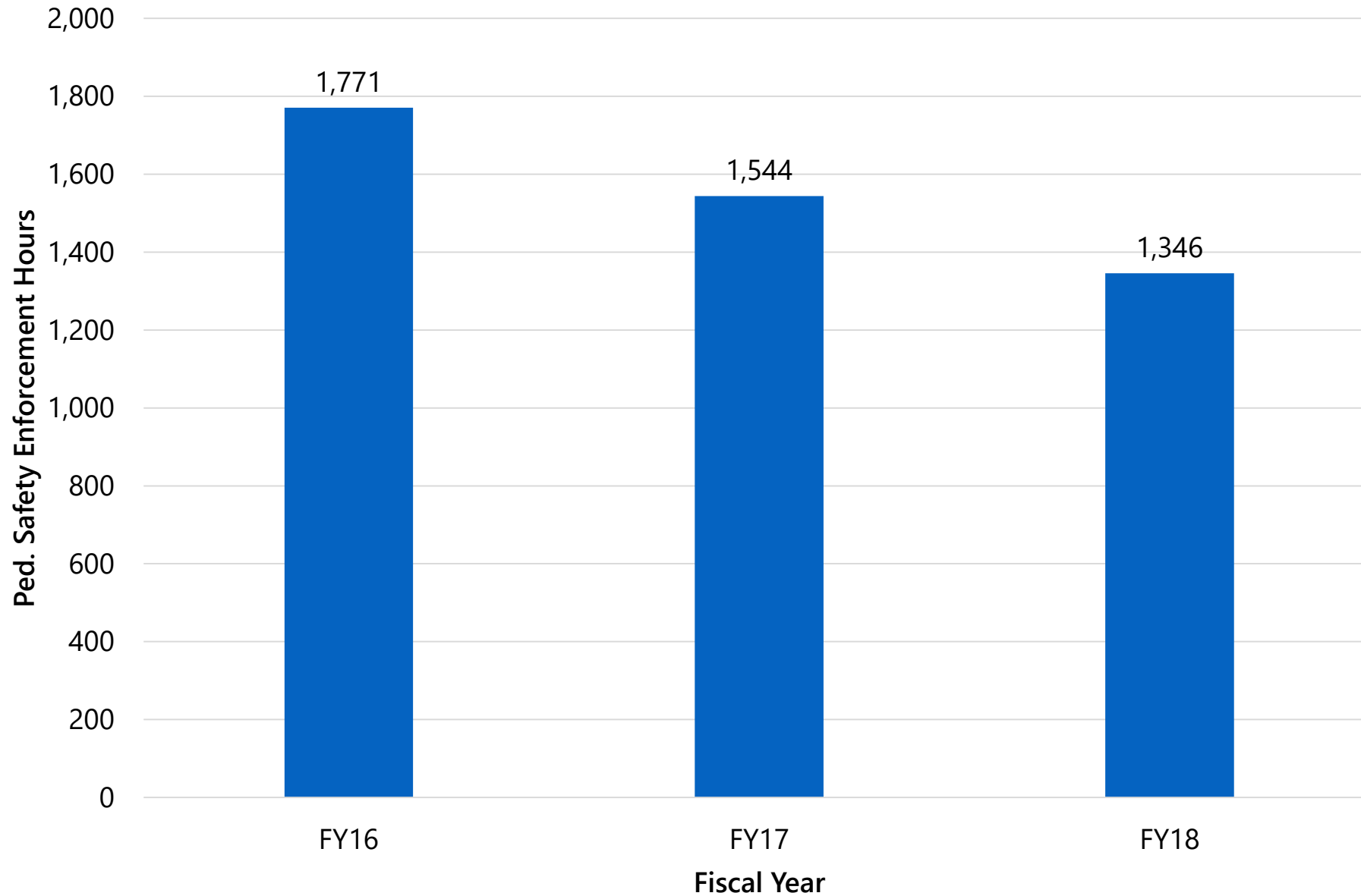


PED SAFETY ENFORCEMENT DETAILS



Over the three year span (FY2016 to FY2018), MCPD averaged 283 deployment details specifically related to Pedestrian Safety.

PED SAFETY ENFORCEMENT HOURS



Although the total amount of work hours declined over the past two fiscal years, the total number of deployments were consistent between 280 and 285 details each year.

A cause for the lower work hour totals recently was less personal per detail. Less personal per detail allows for more spread out details across the County.

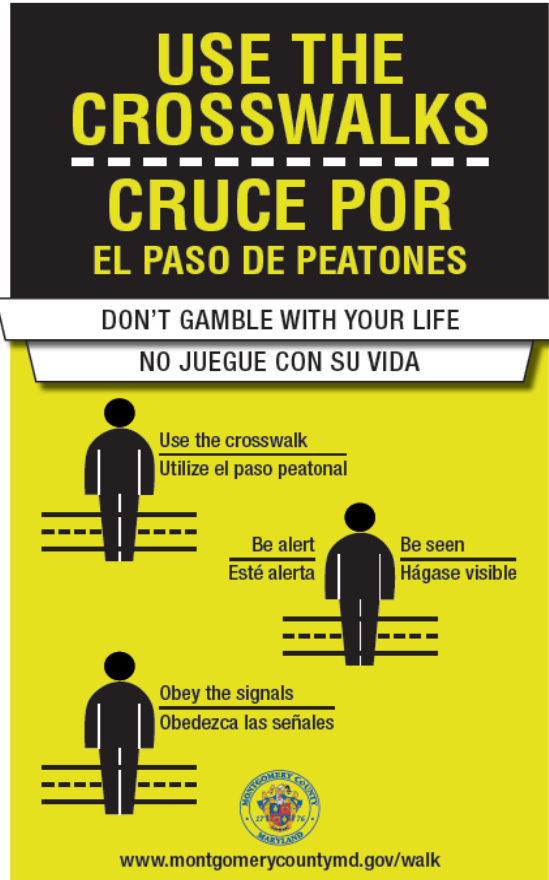


PEDESTRIAN SAFETY EDUCATION



WHEATON PED SAFETY CAMPAIGN

Poster for Businesses



Street Outreach Teams



Image courtesy of Idle Time Advertising

Palm Card for Pedestrians



After a series of pedestrian crashes in Wheaton this summer, the Vision Zero Steering Committee, along with the Mid-County RSC, developed an on-street campaign. To date, street teams and Urban District staff have distributed 2,000 palm cards with an additional 6,000 planned through the Holidays. All material has English and Spanish and street teams provided Spanish speaking members. After a month of the education campaign, Wheaton District police officers began enforcement against driver speeding, driver fail to yield, and pedestrian violations.

PEDESTRIAN & BICYCLE SAFETY EDUCATION

Outreach Events



Social Media

Top media Tweet earned 959 impressions

Attention saves lives, don't text and drive! Follow and share Zeal's 3 easy tips to help prevent texting and driving:

1. Stow before you go- put your phone away before driving.
2. Install an app to help prevent distracted driving.
3. Take the pledge: bit.ly/2H341gH
pic.twitter.com/BScvYHNh10



↻ 4 ❤️ 2

Pedestrian and Bicycle Safety Education is conducted year round by outreach teams participating in various community and school events. On average, our outreach teams participate in 12-16 events per year, reaching over 6,000 residents. In addition to those events, the street teams also conduct targeted education and outreach related to the installation of new signals such as the RRFBs and HAWK signals.

Social media platforms are also utilized as way to educate pedestrians and drivers of all ages.



**GET
INVOLVED**



VISION ZERO HOMEPAGE & SOCIAL MEDIA



MontgomeryCountyMD.GOV
Montgomery County Government

VZ Home About Action Plan Your Participation Calendar VZ Data Additional Resources Contact

VISIONZERO

NO TRAFFIC DEATHS BY 2030

Give Us Your Feedback About Traffic Safety

Montgomery County is looking for your feedback about unsafe roads and driver, pedestrian, and cyclist behaviors. Use the link below to access the application.

Access Feedback App

Copy of Plan:

<http://montgomerycountymd.gov/visionzero/>

Montgomery County Brings Vision Zero to the Suburbs

Montgomery County is one of the first county governments in the United States to initiate a Vision Zero plan. The County has put resources in place to reduce severe and fatal collisions on County roads by 35 percent for vehicle occupants (drivers and passengers), pedestrians, and bicyclists by November 2019.

Project and Activity Updates

Vision Zero Youth Ambassadors

10/05/2018

The Montgomery County Department of Transportation seeks high-school students to serve as Vision Zero Youth Ambassadors. Interested students may apply here through Nov. 5.

Selected Youth Ambassadors will have the opportunity to become road safety leaders in their school and

Tweets by @VisionZeroMC

Mont Co Vision Zero Retweeted

Montgomery County MD
@MontgomeryCoMD

Everyone wins when driver/pedestrian /bicycle safety practices are followed. Learn more at COG's fall Street Smart event & try out a new safety reality challenge. That's Thurs, 11/8 starting at 10:30am on Veteran's Plaza, Silver Spring. Details: buff.ly/2qugSSG #VisionZero



@VisionZeroMC

GET INVOLVED GATEWAY ON VZ WEBSITE



Service Requests

Request a fix for current roads, sidewalks, lights, pedestrian and bicycle facilities, etc.

mc311.com



Safety Concerns

Bring to our attention unsafe facilities and behaviors in Montgomery County.

<http://bit.ly/vzsafetymap>



General Feedback

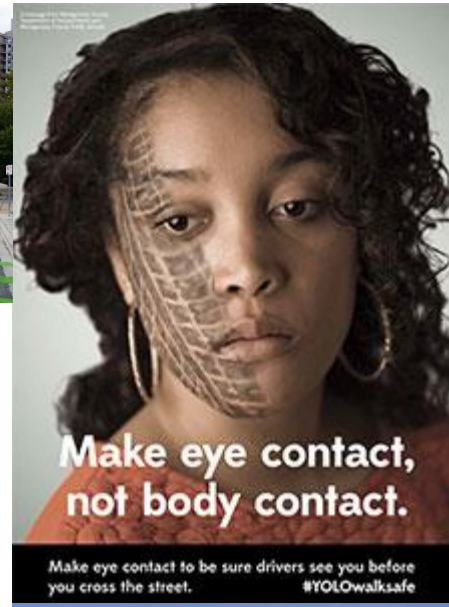
Let us know what you think about or how to improve Vision Zero Montgomery County.

Twitter [@VisionZeroMC](https://twitter.com/VisionZeroMC)
visionzero@montgomerycountymd.gov



Educational Resources

Learn about helpful safety tips that will help facilitate our Vision Zero goals.



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