

# VISION ZERO



NO TRAFFIC DEATHS BY 2030

**OUR PLAN TO ELIMINATE FATALITIES AND  
SERIOUS INJURIES ON OUR ROADS BY 2030**

PRESENTATION TO BETHESDA TMD ADVISORY COMMITTEE • 05/15/20

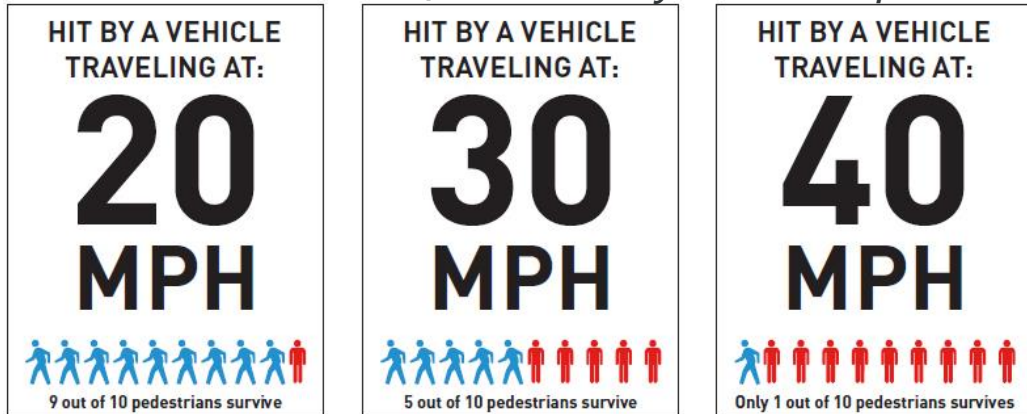


# WHAT IS VISION ZERO?



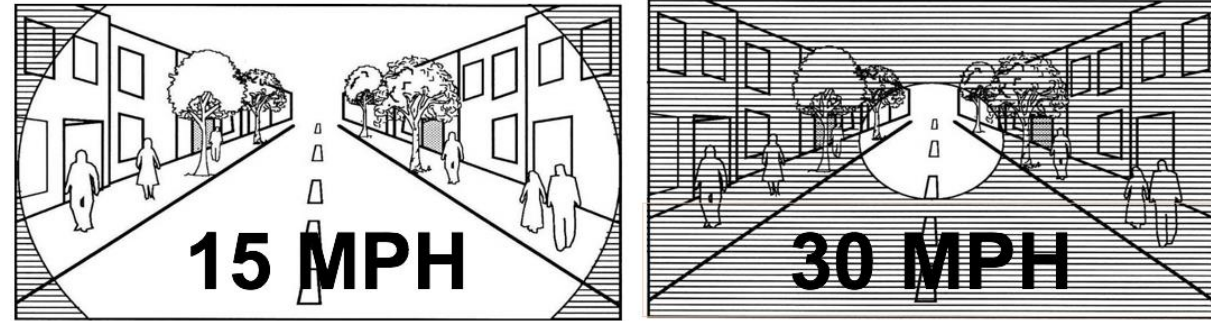
1. Transportation–related deaths and severe injuries are **preventable and unacceptable**.
2. **Human life takes priority over mobility** and other objectives of the road system. The road system should be safe for all users, for all modes of transportation, in all communities, and for people of all ages and abilities.
3. Human **error is inevitable**; the transportation system should be designed to anticipate error so the consequences are not severe injury or death.

*Pedestrian Chance of Survival by Vehicle Speed*



Graphic courtesy of: [Vision Zero Network](https://www.visionzero.org/)

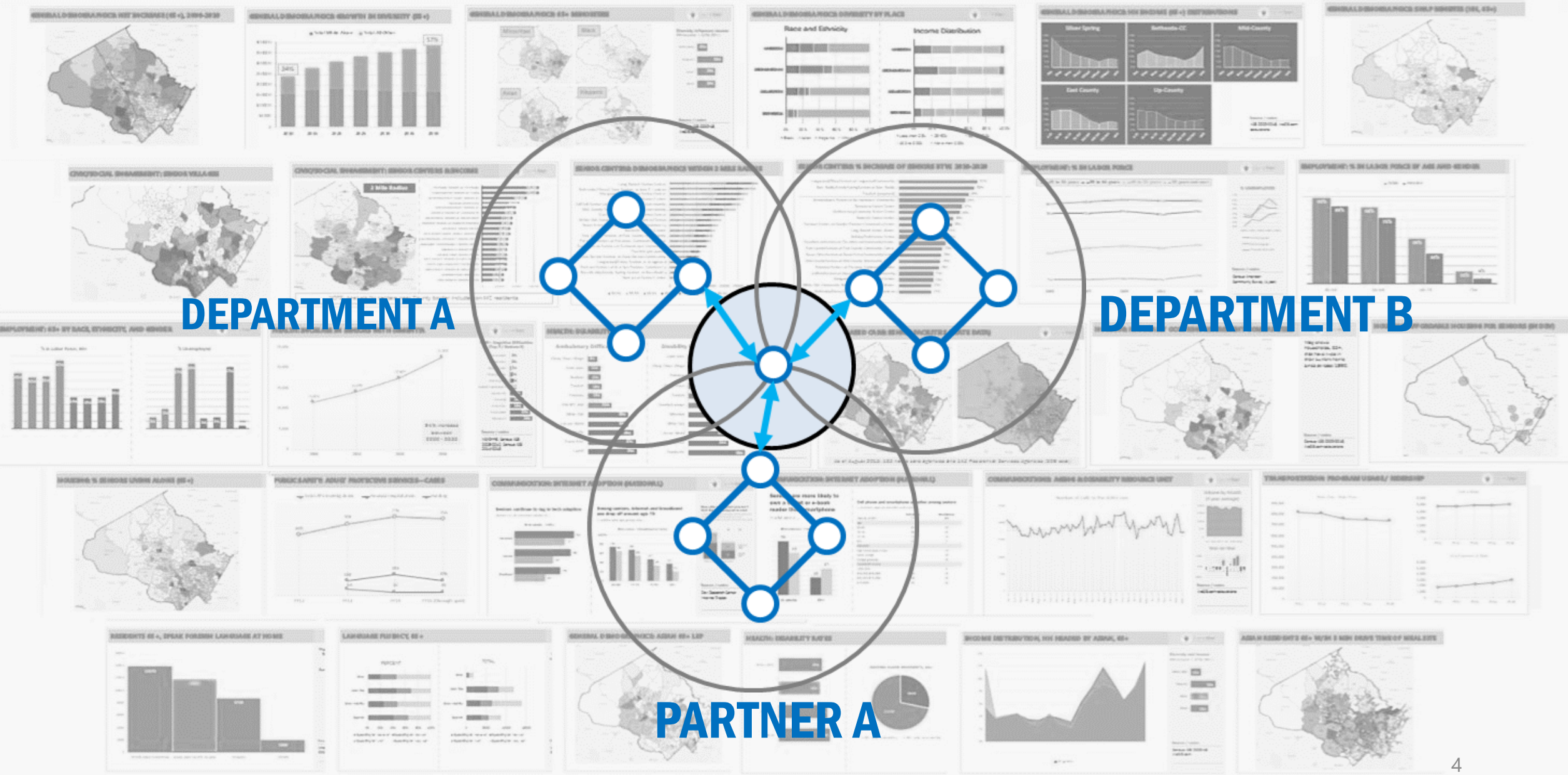
*Driver Cone of Vision by Vehicle Speed*



4. People are inherently vulnerable, and **speed is a fundamental predictor of crash survival**. The transportation system should be designed for speeds that protect human life.
5. **Safe human behaviors**, education, and enforcement are essential contributors to a safe system.
6. **Policies and practices at all levels of government need to align**, making safety the highest priority for roadways.



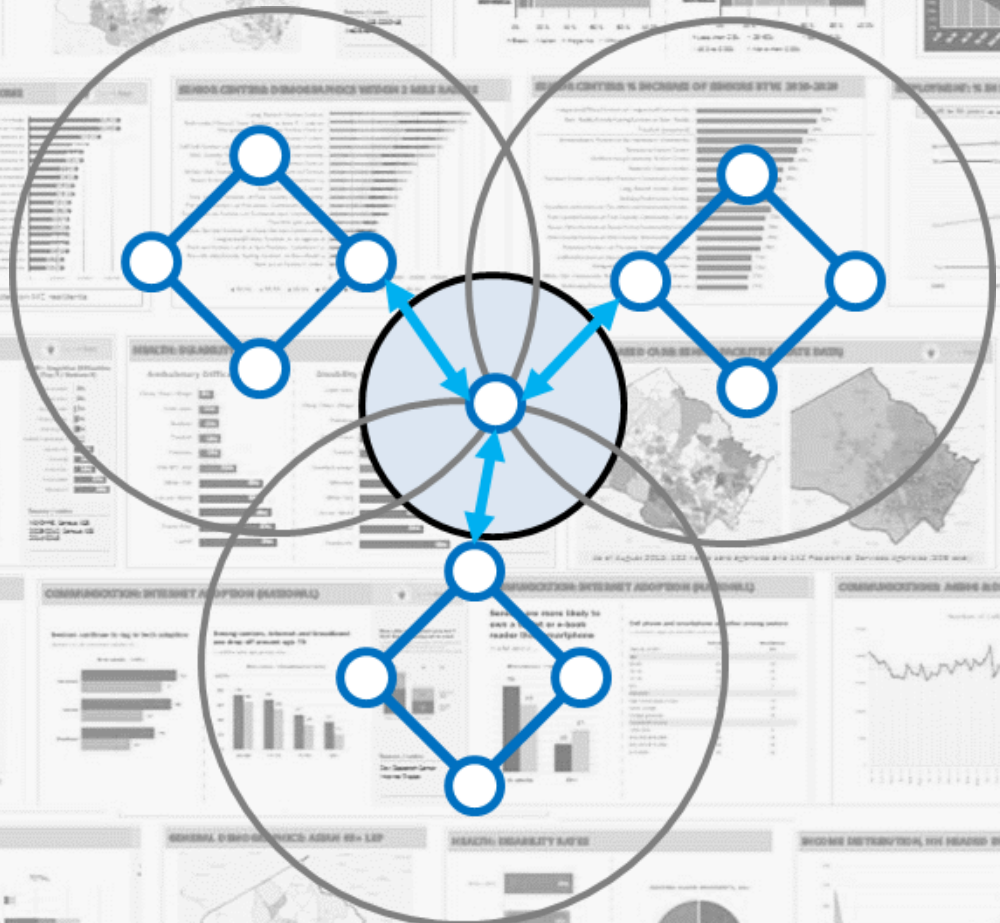
# COORDINATOR'S ROLE IN VISION ZERO



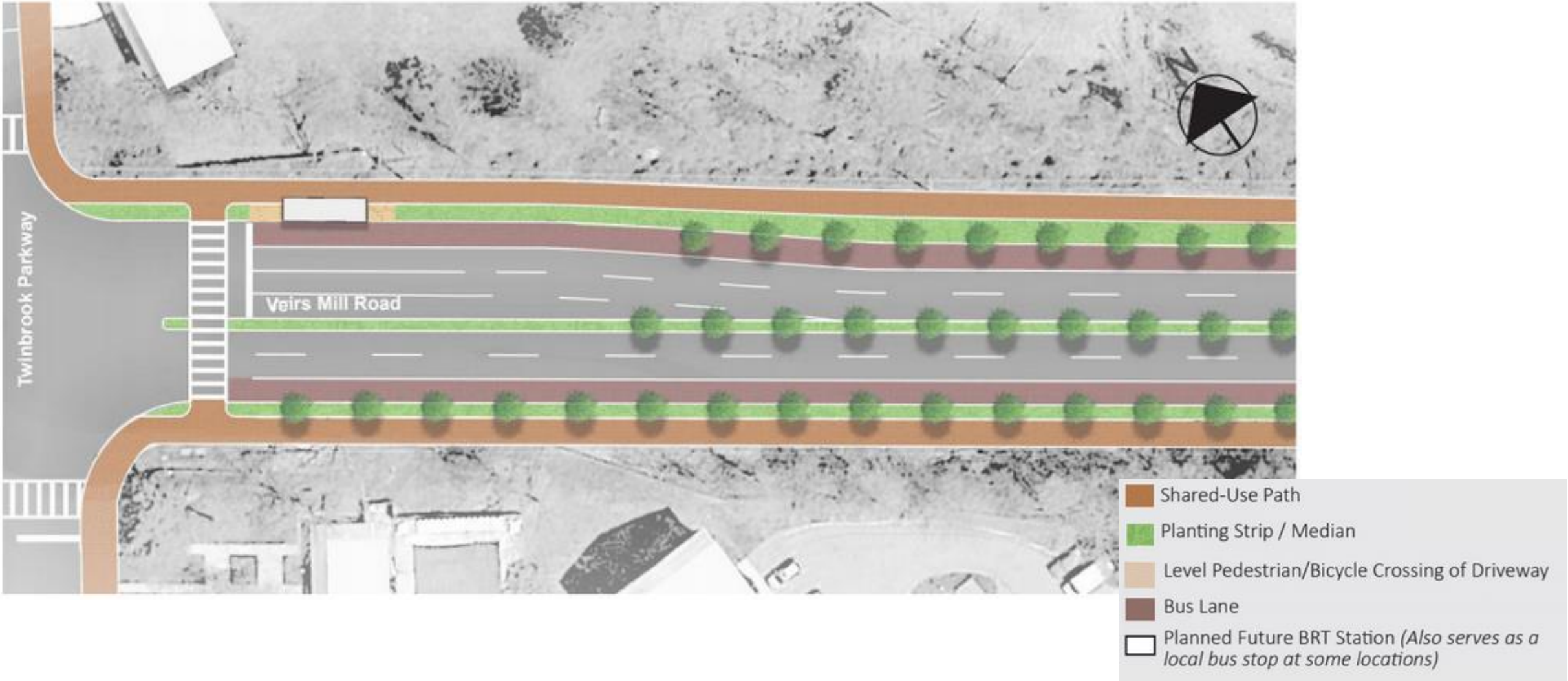
**DEPARTMENT A**

**DEPARTMENT B**

**PARTNER A**



# CREATING COMPLETE STREETS



Graphic courtesy of: Planning Dept. (Draft design, not official)



# CREATING COMPLETE STREETS

## PEDESTRIAN SCRAMBLE



## PEDESTRIAN HYBRID BEACON (HAWK BEACON)



## SIGNAL TIMING



## PROTECTED BIKE LANES



## RAPID RECTANGULAR FLASH BEACON (RRFB)



## LIGHTING





# VISION ZERO 2020 ACTION PLAN







## Engineering

- Design facilities that prioritize safety above all else
- Key Outcome: Reductions in severe and fatal collisions in High Injury Network (HIN)



## Enforcement

- Encourage safe behaviors using evidence-based high visibility enforcement
- Key Outcome: Hours of dedicated enforcement for factors contributing to severe and fatal collisions



## Education

- Engage the public to promote the importance of traffic laws and safe behaviors
- Key Outcome: Increased awareness of dangerous driving, biking, and walking behaviors



## Traffic Incident Management

- Ensure that when a collision occurs, prompt care is provided
- Key Outcome: Maintain response times for traffic collisions with injuries based on dept. standards



## Law, Policy, and Advocacy

- Improve the way traffic safety is managed by changing codes, laws, and policies that do not align with Vision Zero
- Key Outcome: Passage of significant laws and policies required to implement Vision Zero



# RECOMMENDED CIP BUDGET HIGHLIGHTS

- **\$266.6 Million for Vision Zero related projects**
  - 26 pedestrian and bikeway projects
  - Vision Zero incorporated into 16 road and bridge projects
- **\$23.9 Million in additional funding**
  - \$9.3 Million for Pedestrian Safety CIP
  - \$4.5 Million for Purple Line BiPPA
  - \$4.2 Million for filling in sidewalk gaps
  - \$2.0 Million for Amherst Ave. bikeway
  - \$1.9 Million for lighting along Seven Locks Rd Bikeway
  - \$1.3 Million for minor bikeway projects
  - \$0.7 Million for widening Good Hope Rd sidewalk project



# 2020 Projects in Bethesda





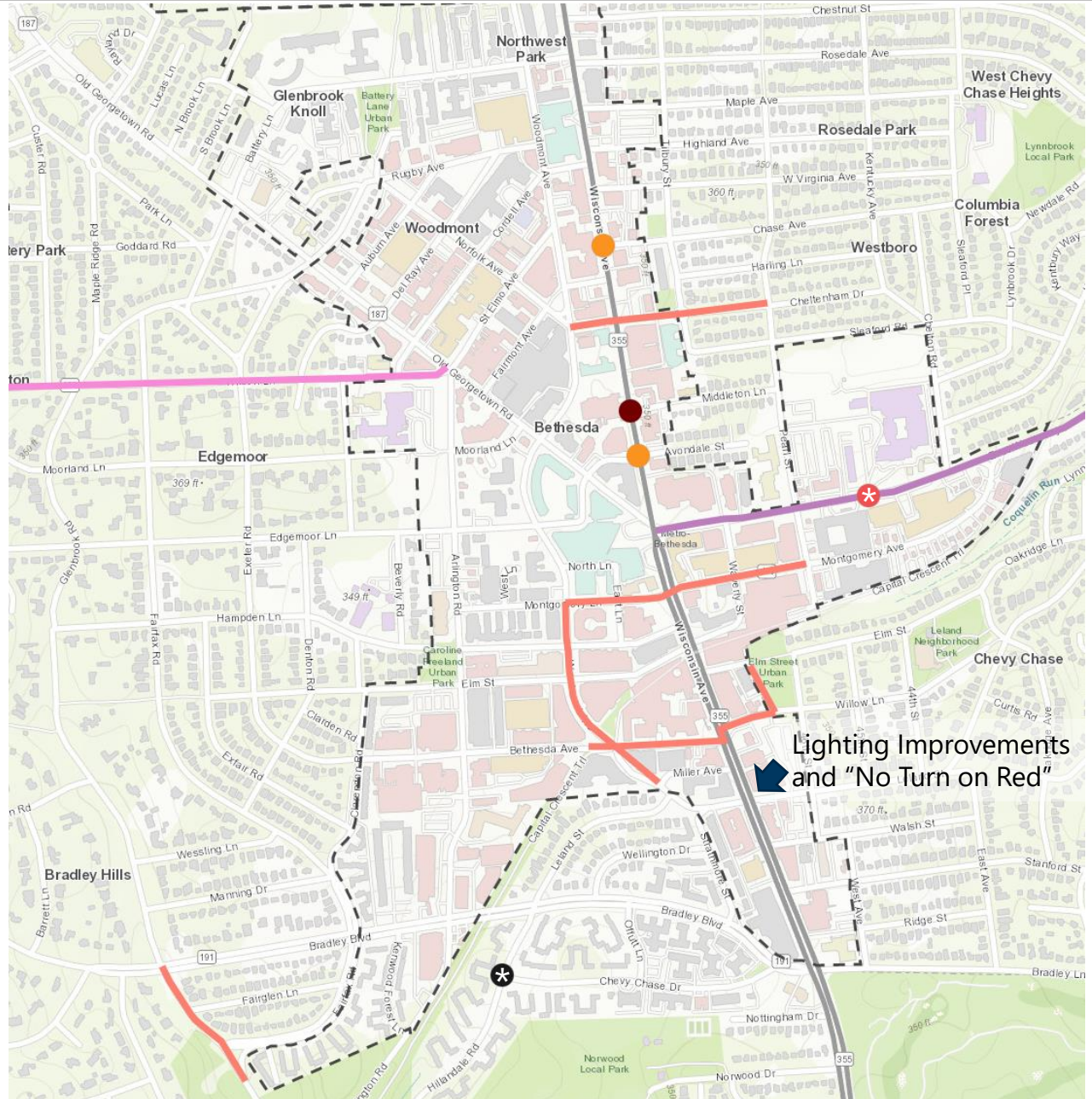
# PROJECTS IN BETHESDA TMD

## Vision Zero Spot/Intersection Projects

- Traffic Signal
- HAWK
- RRFB
- Ped. Flashing Beacon
- Median Refuge
- ADA Improvements
- Crosswalk
- Traffic Calming
- ⊕ Installed

## Vision Zero Corridor Projects

- Bicycle Facility
- Bus Stop Improvement
- Traffic Calming
- Corridor Improvement
- Median Treatment
- Speed Limit Lowered



Scheduled to be installed are:

### Traffic Signal:

- Wisc. Ave. & Middleton Ln

### RRFBs:

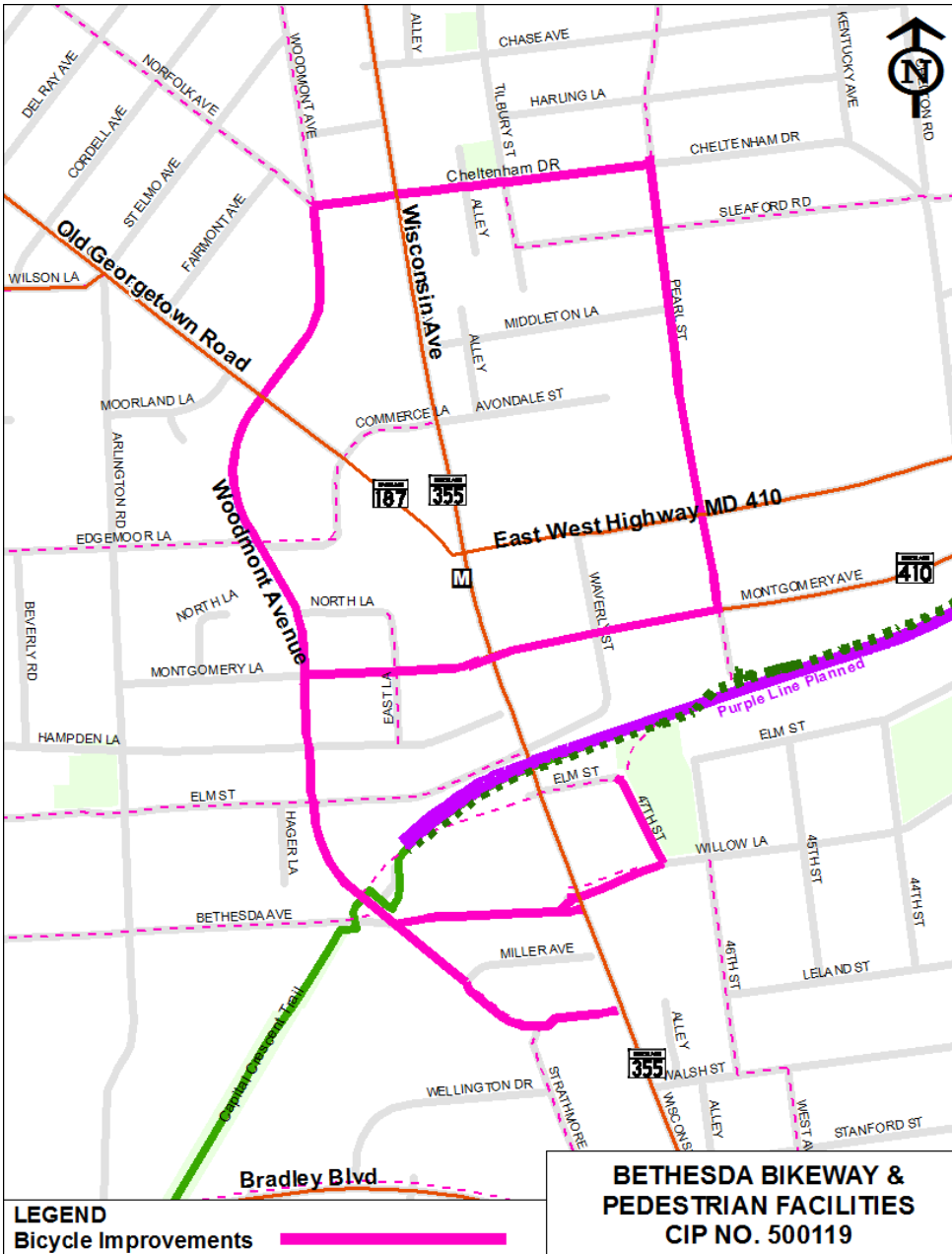
- Wisc. Ave & Avondale
- Wisc. Ave & Chase

### Bicycle Facilities:

- CCST (Bethesda Ave/Willow Lane)
- Woodmont Phase I



# BETHESDA BIKEWAY & PEDESTRIAN FACILITIES



## \$4.5M project

### Summer 2020 Construction

- Construction to start in June/July
- CCST Phase I (Bethesda Ave/Willow Ln) – from Woodmont to 47<sup>th</sup> St
- Woodmont Phase I – from Montgomery to Bethesda Ave to Miller Ave

### Future Construction

- Montgomery – from Woodmont to Pearl. Being coordinated with development at old MCPD District 2 location.
- Woodmont Phase II – from Montgomery to Norfolk. Coordination with Marriott project.
- CCST Phase II – open prior to Purple Line service
- Norfolk Cheltenham – after Marriott construction is completed.

# NEW SIGNALS AND BEACONS

Scheduled to be installed in 2020:

Traffic Signal:

- Wisteria Dr & Crystal Rock Dr
- Randolph Rd & Bushey Dr
- MD 586 & Norris Dr (SHA)
- Colesville Rd & Lanark Way
- Connecticut Ave & Lenox St (SHA)
- Wisconsin Ave & Middleton Ln (SHA)

HAWK Beacons:

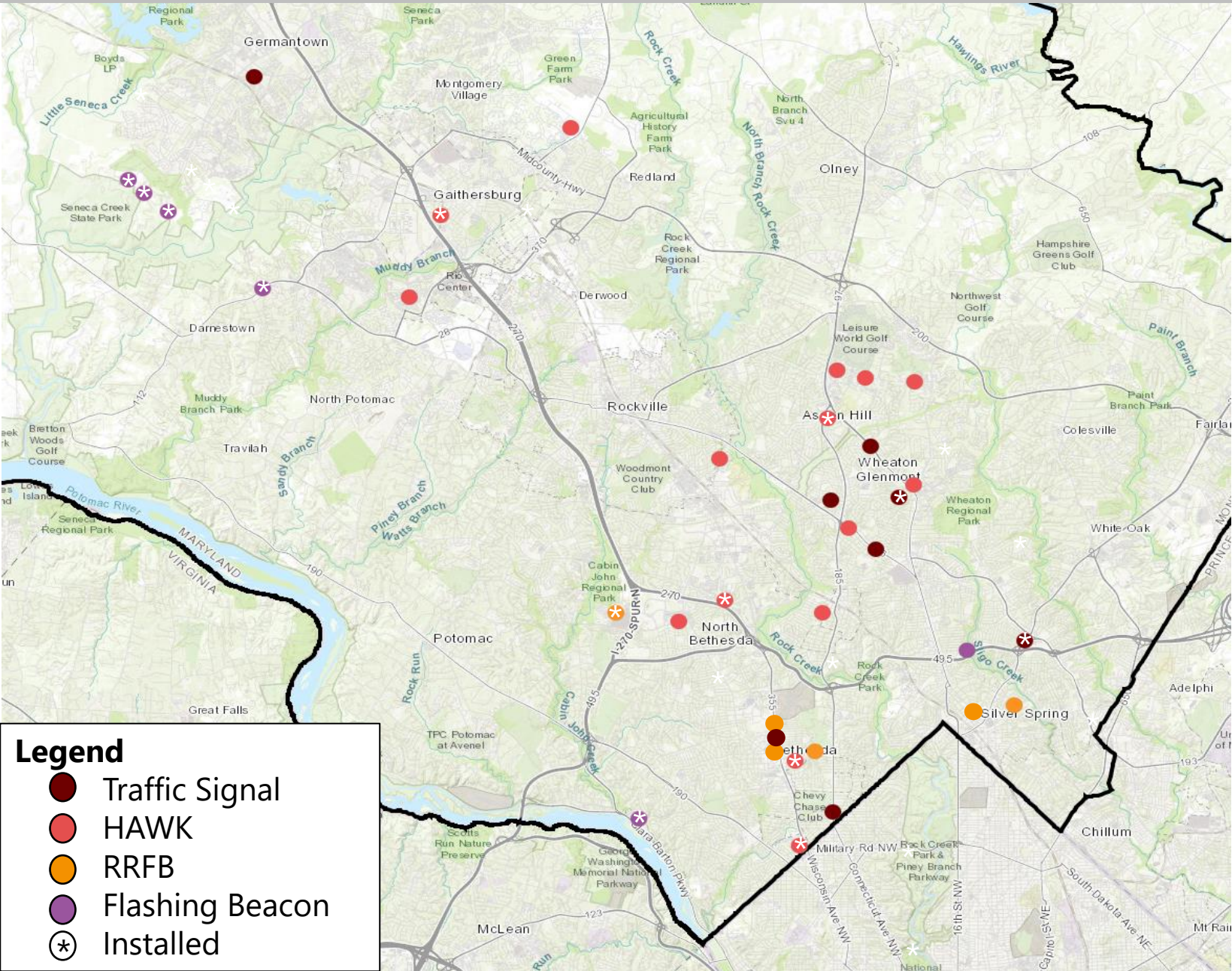
- Willard Ave. & The Hills Plaza
- Democracy Blvd. & Walter Johnson HS
- Twinbrook Pkwy and Recreation Center
- Summit Ave & Brookfield Dr
- Bel Pre Rd (upgrade existing RRFBs)
- MD 586 & Andrew St (SHA)
- Muddy Branch & Muddy Branch Square Shopping Center

Rectangular Rapid Flashing Beacons:

- East West Highway & Edgevale St (SHA)
- Dale Drive & Dartmouth Ave
- West Cedar Lane & Cedarcrest
- Wisconsin Ave & Commerce Lane / Avondale Street (SHA)
- Georgia Ave & Fenwick Lane

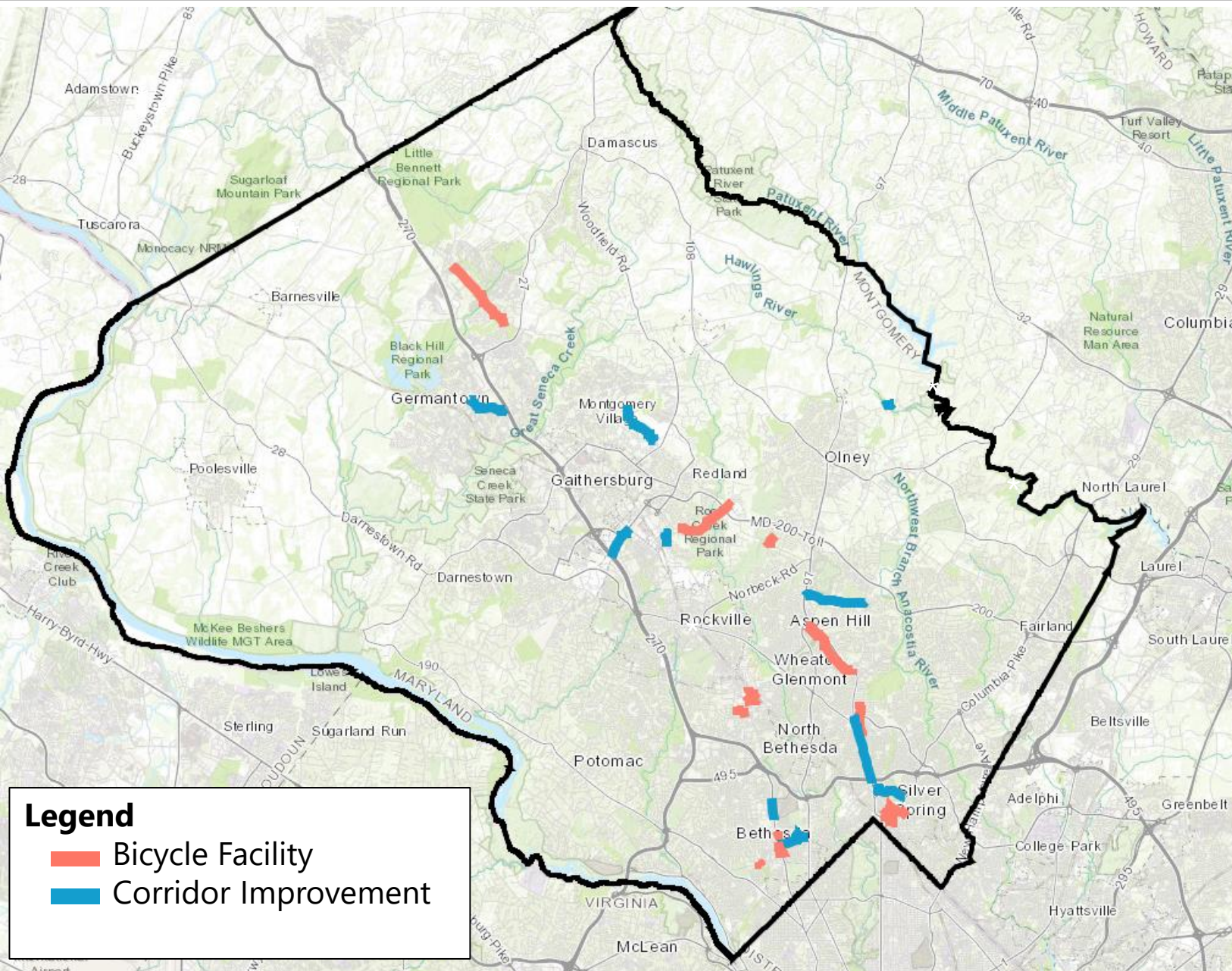
Flashing Beacon:

- MacArthur Blvd & Dunrobbin Dr





# CORRIDOR IMPROVEMENTS



## Scheduled for design and/or construction:

### Complete Street Upgrades:

- Crabbs Branch Way
- Bel Pre Rd
- Middlebrook Rd

### Signal Timing Modifications:

- Shady Grove Rd

### Bicycle Facilities:

- Capital Crescent Surface Trail
- Woodmont Ave
- Marinelli Rd
- Aspen Hill Neighborhood Greenway
- Amherst Ave (in design)

### Bus Stop Improvements:

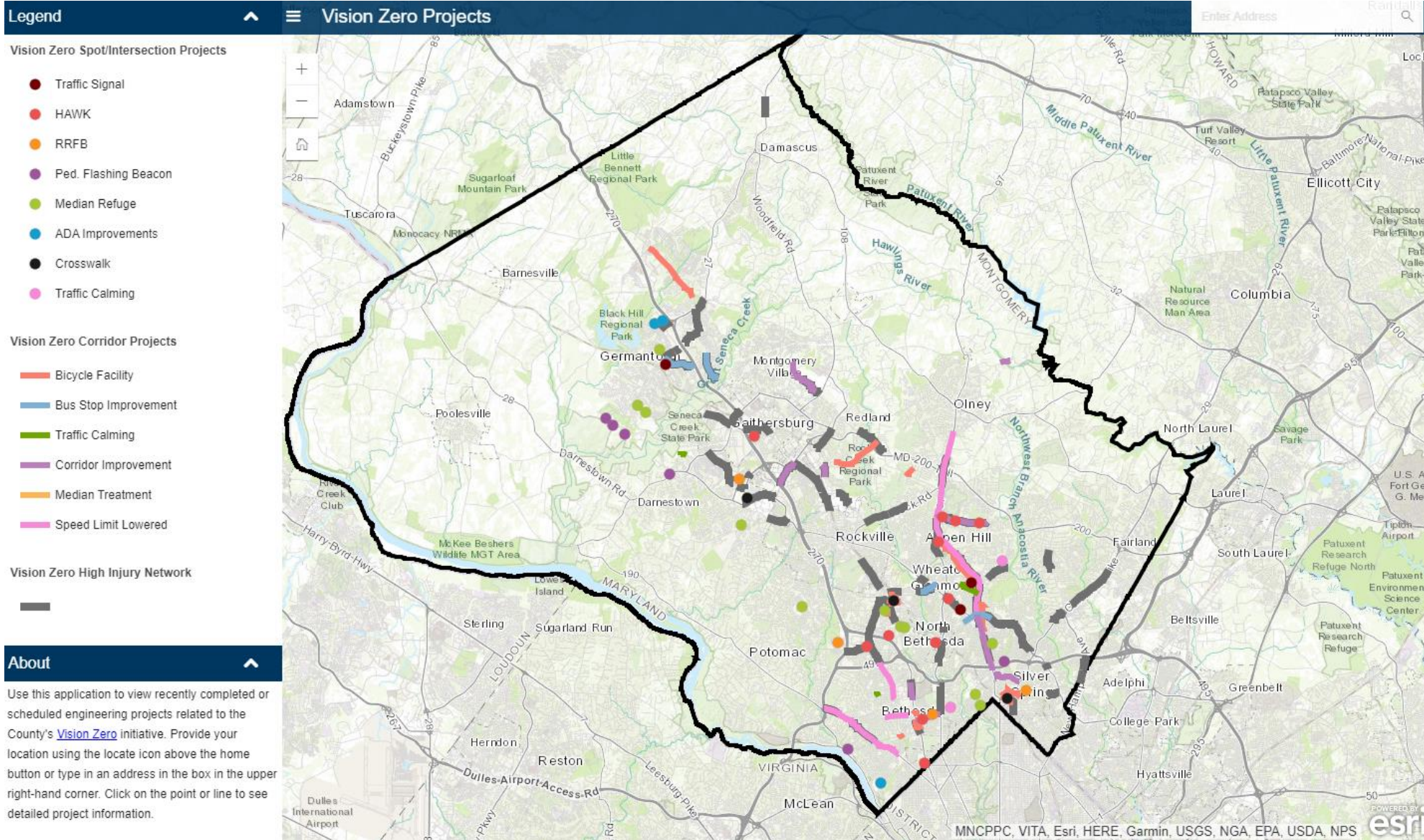
- Randolph Rd

### Trail Crossings:

- 15 additional upgrades



# 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](#).



# 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.



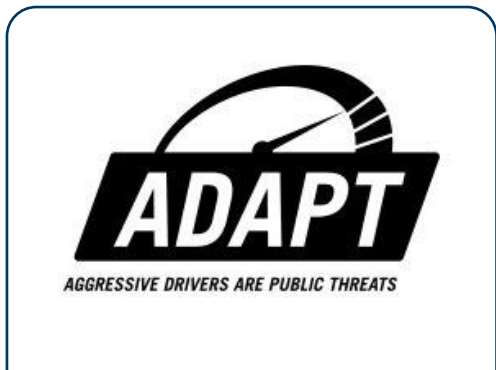
Distracted Driving



Seatbelt Use



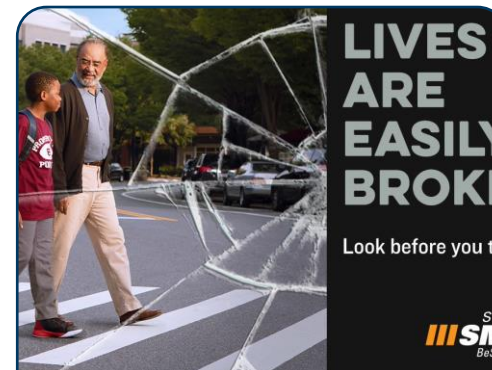
Impairment



Aggressive Driving



Speeding



Pedestrian Safety



# WHY ENFORCEMENT? CAN IT WORK?

Dangerous Behavior	Enforcement Activity	Effect on Crashes
Drivers not yielding to pedestrians at crosswalks	Targeted driver enforcement at crosswalks	↓ 23% pedestrian crashes
Impaired driving	Publicized sobriety checkpoints	↓ 17% alcohol related crashes
Driver excessive speeding	Automated speed enforcement	↓ 19% reduction in severe collisions

Sources: [NHTSA Countermeasures that Work, 8th Edition](#), [IIHS](#), [AAA Foundation for Traffic Safety](#)

If all U.S. communities had speed-camera programs like the one IIHS studied in Maryland's Montgomery County, more than **21,000 fatal or incapacitating injuries would have been prevented** in 2013.

-- IIHS Study of Montgomery County Automated Enforcement





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

# VISIONZERO

MONTGOMERY COUNTY'S GOAL TO END TRAFFIC DEATHS

## County Executive Elrich Committed to Improving Pedestrian Safety

Montgomery County Executive Marc Elrich is committed to the Vision Zero Initiative to eliminate traffic deaths in the County. He is working with many departments and agencies to create steps that will make the streets safer for pedestrians, bicyclists and drivers. One commitment is toward installing more high intensity activated crosswalk (HAWK) signal lights at key intersections around the County.

[Learn more about HAWK signals](#)



### Montgomery County's Goal to End Traffic

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



Copy of Plan:  
<http://montgomerycountymd.gov/visionzero/>



**GET  
INVOLVED**







## Service Requests

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

[mc311.com](https://mc311.com)



## 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](mailto:visionzero@montgomerycountymd.gov)



## Educational Resources

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

- **Summer/fall 2020** - community survey and virtual outreach events to capture resident's attitudes about current safety in their neighborhoods and hopes for the future of transportation safety.
- **Fall/winter 2020** - workgroups to draft strategy
- **Winter/spring 2021** - community input on plan



# QUESTIONS?



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