

VISION ZERO



NO TRAFFIC DEATHS BY 2030

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

UPDATE TO SILVER SPRING CITIZENS ADVISORY BOARD • 04/12/2021

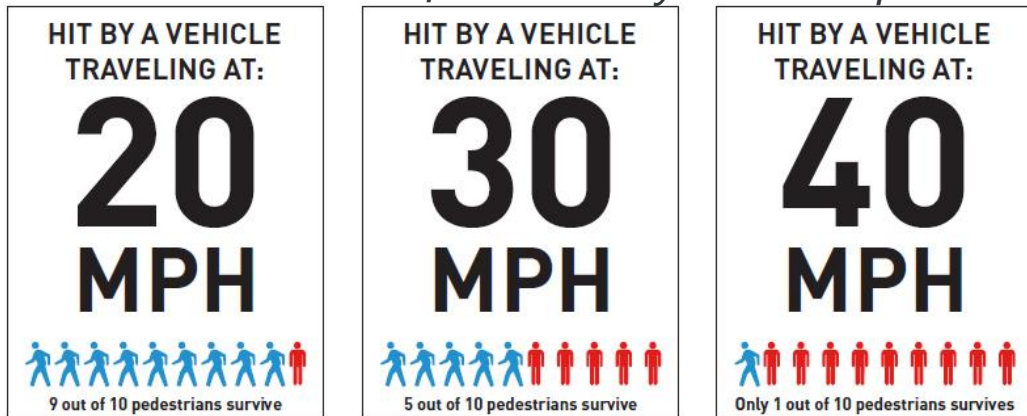


ABOUT VISION ZERO



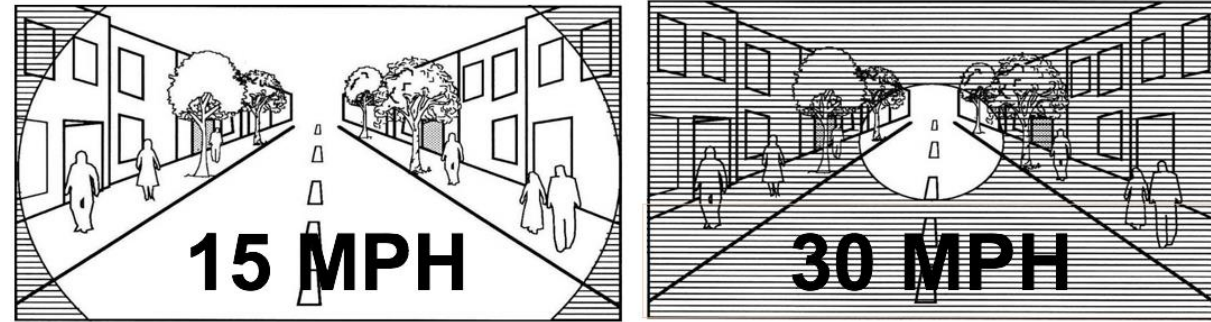
1. Transportation–related deaths and severe injuries are **preventable and unacceptable**.
2. **Human life takes priority over mobility** and other objectives of the road system. The road system should be safe for all users, for all modes of transportation, in all communities, and for people of all ages 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



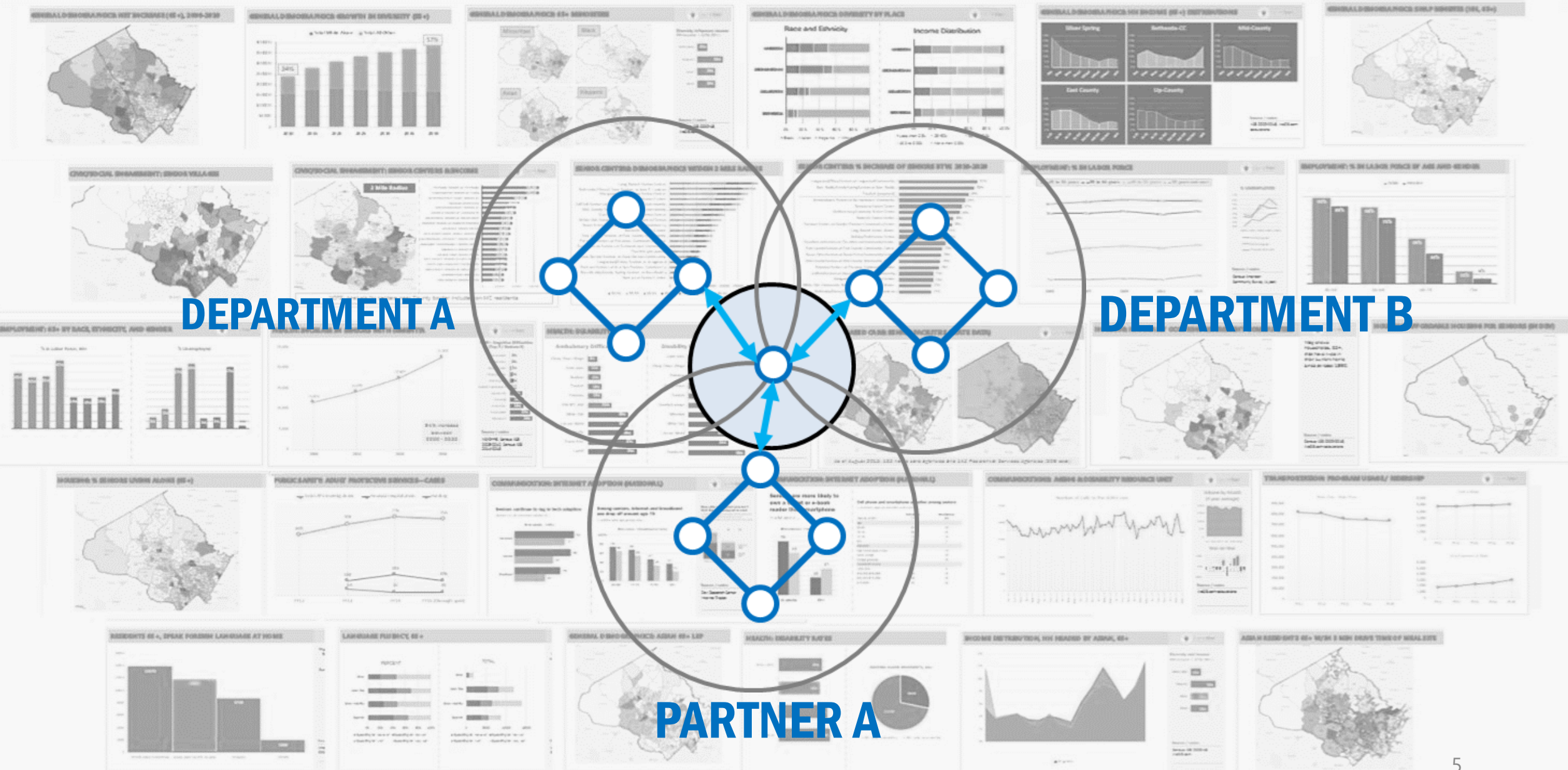
4. People are inherently vulnerable, and **speed is a fundamental predictor of crash survival**. The transportation system should be designed for speeds that protect human life.
5. **Safe human behaviors**, education, and enforcement are essential contributors to a safe system.
6. **Policies and practices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

A COMPREHENSIVE EFFORT



To reach our Vision Zero goals, there are numerous municipal, county, and state agencies involved. The core group that receives the most funding and critical to Vision Zero's success are shown in the dark blue inner circle. The outer light blue circle highlights the many partner departments and agencies that have a role in creating safe streets for all roadway users. All of these groups are brought together by the County Executive's Office through the Assistant Chief Administrative Officer and Vision Zero Coordinator overseeing the initiative.

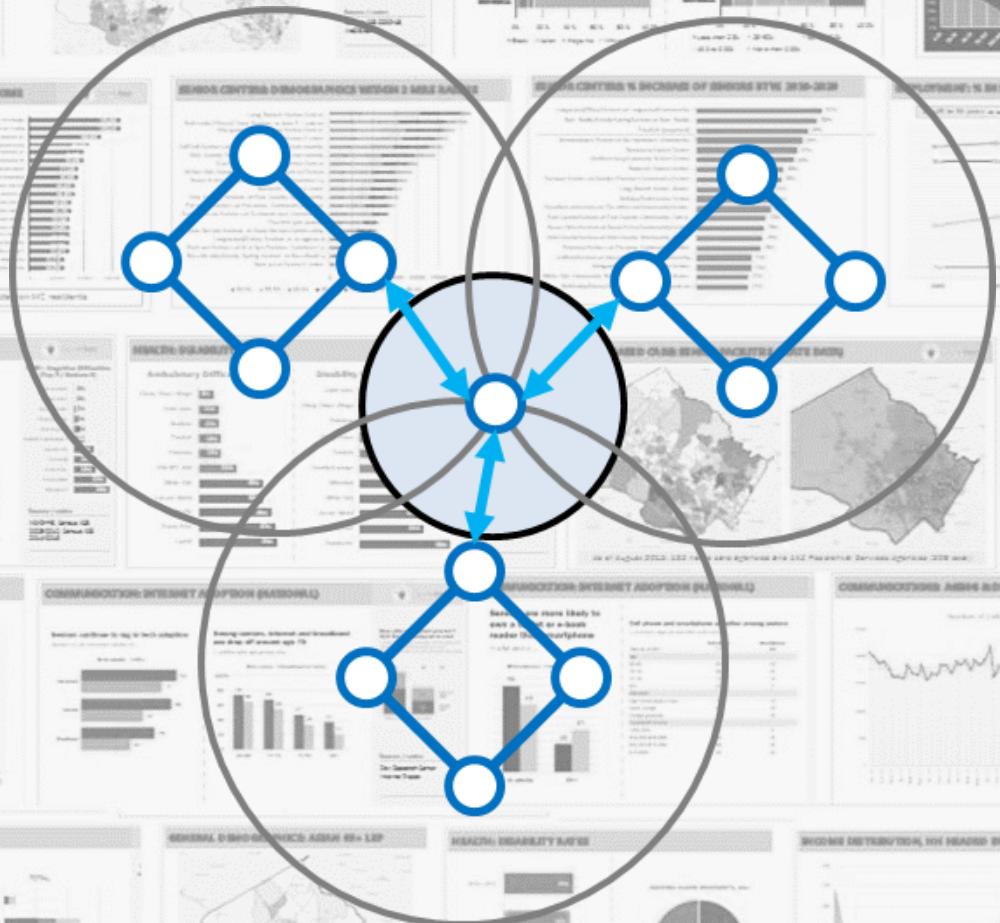
COORDINATOR'S ROLE IN VISION ZERO



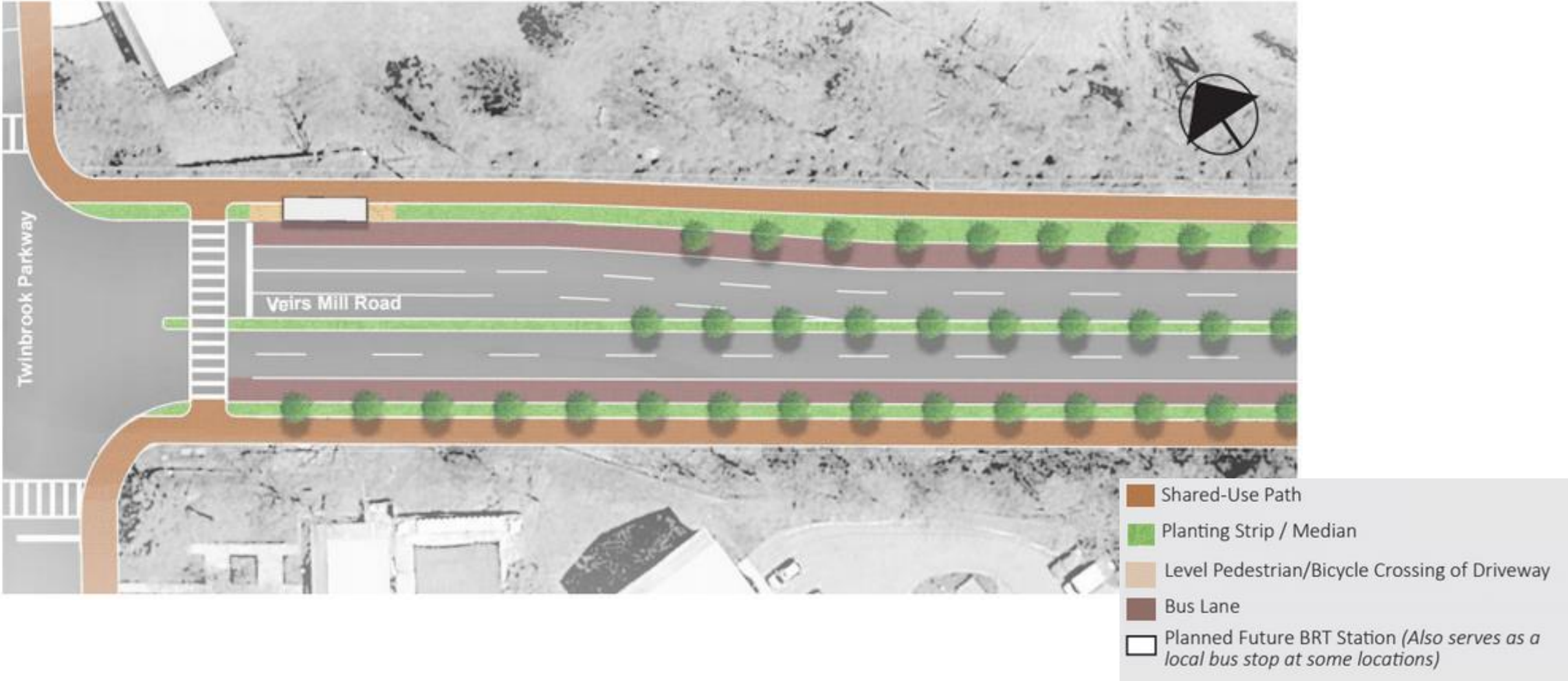
DEPARTMENT A

DEPARTMENT B

PARTNER A



CREATING COMPLETE STREETS



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

CREATING COMPLETE STREETS

PEDESTRIAN SCRAMBLE



Photo Credit: Flickr/[tilex](#),
Licensed under [Creative Commons](#)

PEDESTRIAN HYBRID BEACON (HAWK BEACON)

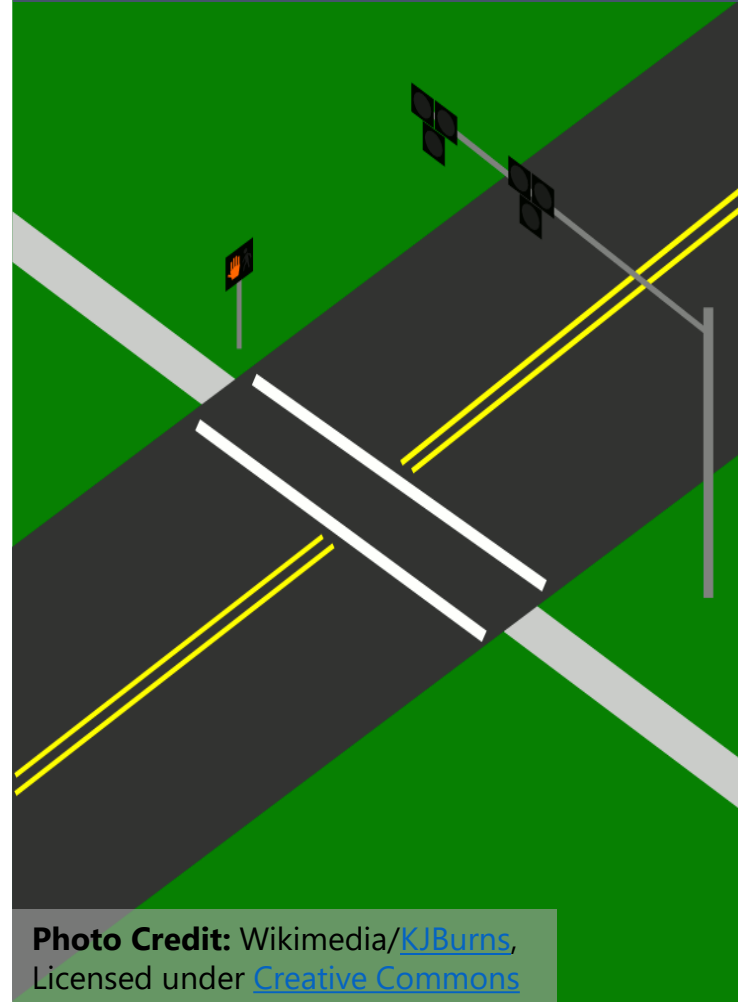


Photo Credit: Wikimedia/[KJBurns](#),
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SIGNAL TIMING



PROTECTED BIKE LANES

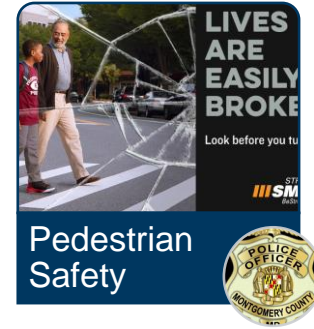
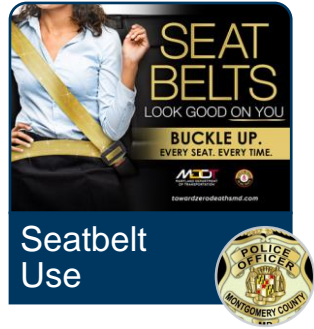


Photo Credit: MCDOT, Used with permission

LIGHTING



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.



PRELIMINARY 2020 CRASH STATISTICS



NOTE ON THE DATA PRESENTED

The County Government receives crash data from the Maryland State Police (MSP) for the following local police agencies operating in Montgomery County:

- Montgomery County Police (MCPD)
- Rockville City Police Department (RCPD)
- Gaithersburg Police Department (GPD)
- Maryland-National Capital Park Police, Montgomery County (M-NCPPC Police)
- Takoma Park Police (TPPD)

The County Government does not receive data from the following state and federal agencies:

- Maryland State Police (MSP)
- Maryland Transit Authority Police (MTAPD)
- National Park Service Police (NPS PD)

Therefore, the following roadways are excluded from County Government reporting.

- Interstates (I-270, I-370, I-495)
- Intercounty Connector (MD-200)
- National Park Service roads (Clara Barton Parkway and minor access roads)

For final reports for all roadways, see reporting from the Maryland Department of Transportation – Highway Safety Office at:

<https://mva.maryland.gov/safety/Pages/mhso/benchmark-reports.aspx>

PRELIMINARY 2020 CRASH TOTALS



<u>ALL CRASHES</u>	2019	2016 – 2019 Avg.	2020 Prelim.	% Change from 4-yr. Avg.
Cyclists	120	133	144	+8%
Drivers / Passengers	11,041	11,315	7,560	-33%
Pedestrians	500	485	356	-27%
TOTAL	11,661	11,933	8,060	-32%

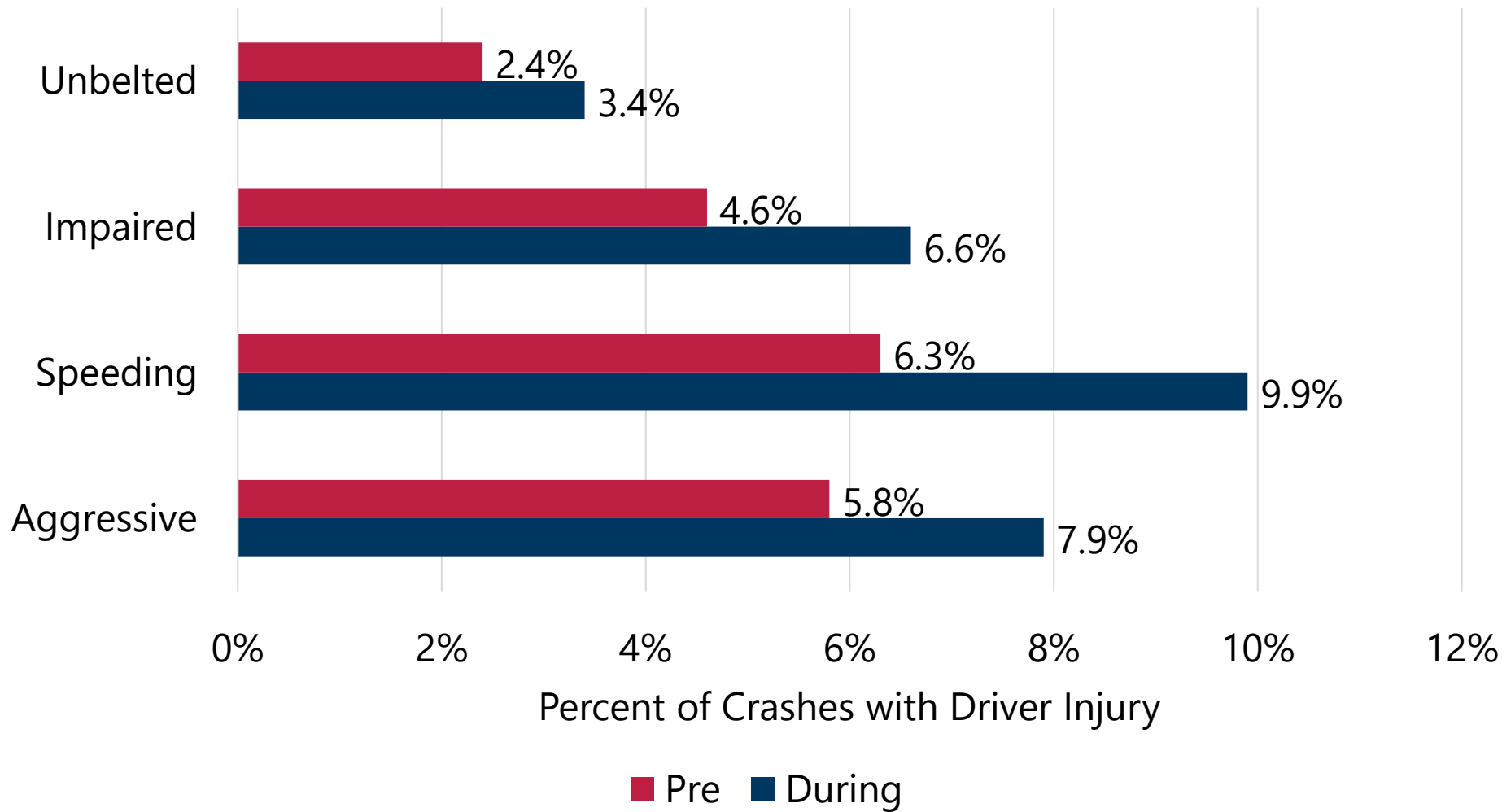
With the pandemic reducing the number of vehicles on the road, the overall number of crashes in 2020 dropped by a third compared to the prior 4-year average. Collisions between motor vehicles and people on bikes saw a slight increase.

<u>FATAL CRASHES</u>	2019	2016 – 2019 Avg.	2020 Prelim.	% Change from 4-yr. Avg.
Cyclists	1	1	1	0%
Drivers / Passengers	18	16	22	+38%
Pedestrians	13	12	16	+33%
TOTAL	32	29	39	+34%

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 34% in Montgomery County compared to the prior 4-year average. Fatalities are projected to increase nationwide in 2020.

- 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.

DRIVER BEHAVIOR FOR INJURY CRASHES



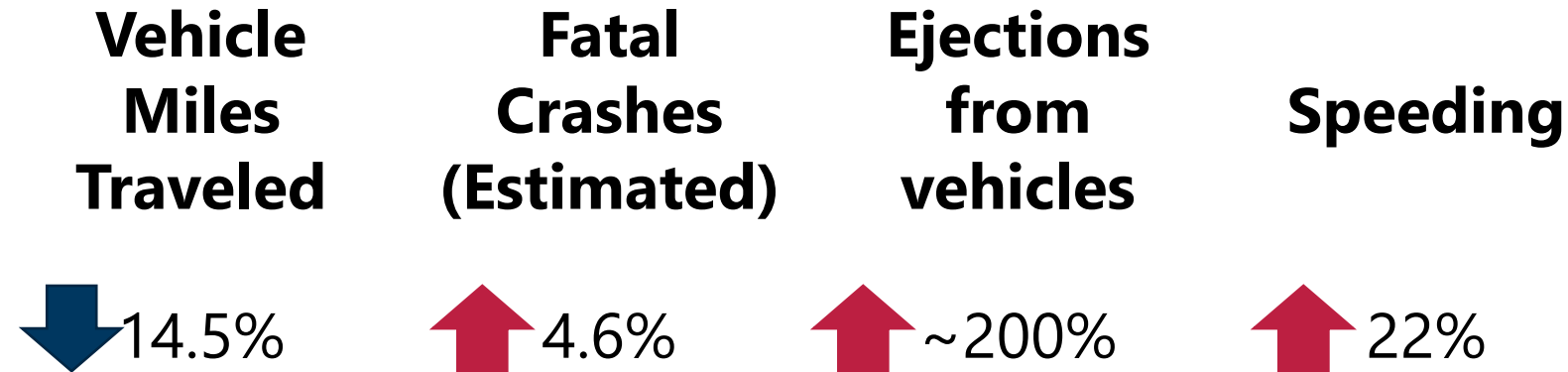
For drivers injured or killed in traffic crashes since the pandemic started in March 2020, there were increases in the proportion of crashes where the driver was unbelted, impaired, speeding, and driving aggressively. The increase in risky behavior was noticed across the US.

NOTES:

- Pre-pandemic = 1/1/2016 – 3/14/2020. During pandemic = 3/15/2020 – 3/15/2021.
- 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...



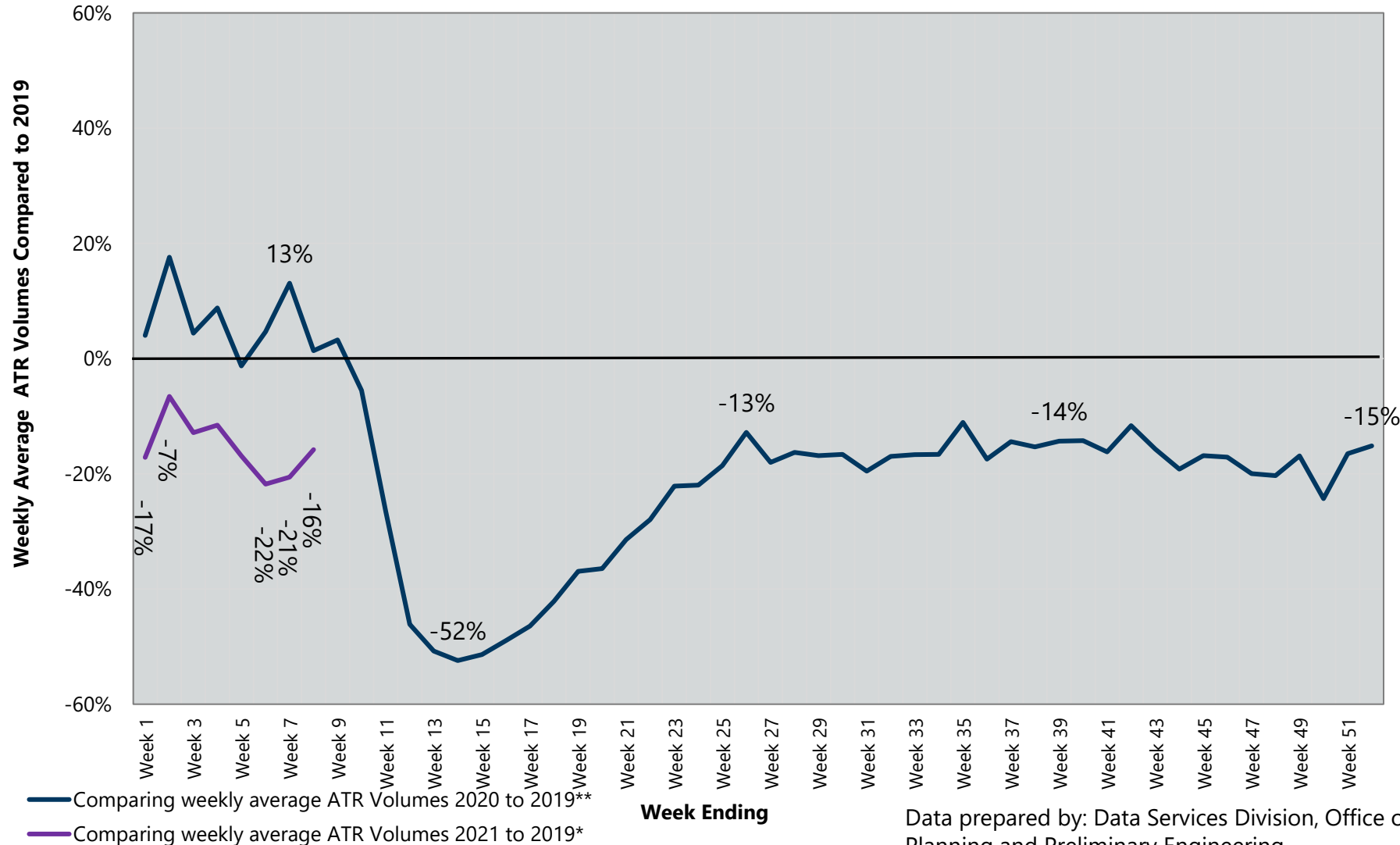
“Preliminary data tells us that during the national health emergency, fewer Americans drove but those who did took more risks and had more fatal crashes.

- 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](#)



Weekly Changes at Permanent Counters (ATR) from 2021 to 2019 and 2020 to 2019

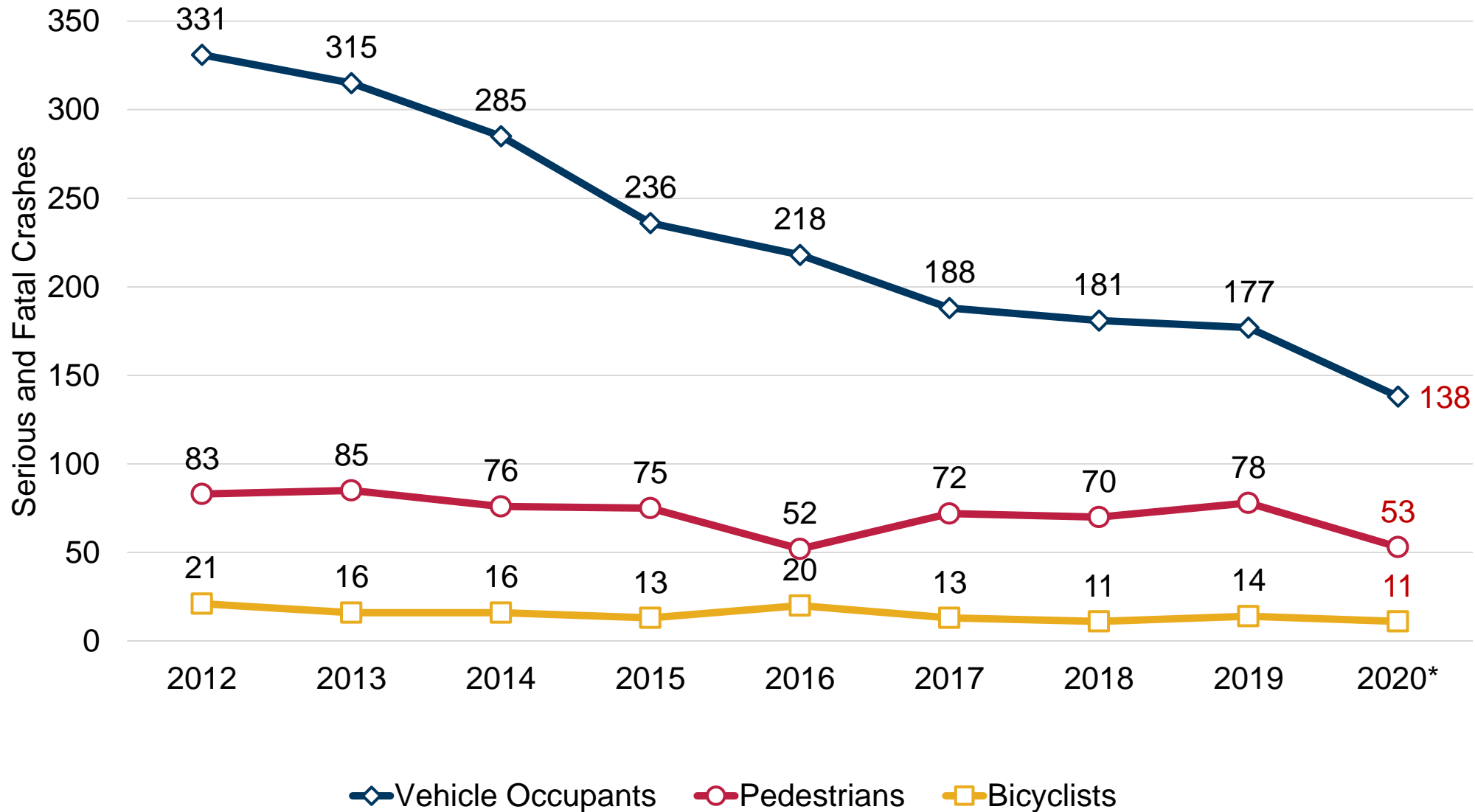


Data prepared by: Data Services Division, Office of Planning and Preliminary Engineering

The State Highway Administration operates a series of permanent counters to measure traffic volume. In Montgomery County, the permanent counters are along the interstates.

In Maryland, traffic dropped the most the week of April 5 to 11, 2020, then started to recover each week until plateauing at the end of June around a 13% decrease compared to the same week in 2019.

SERIOUS AND FATAL CRASHES BY YEAR

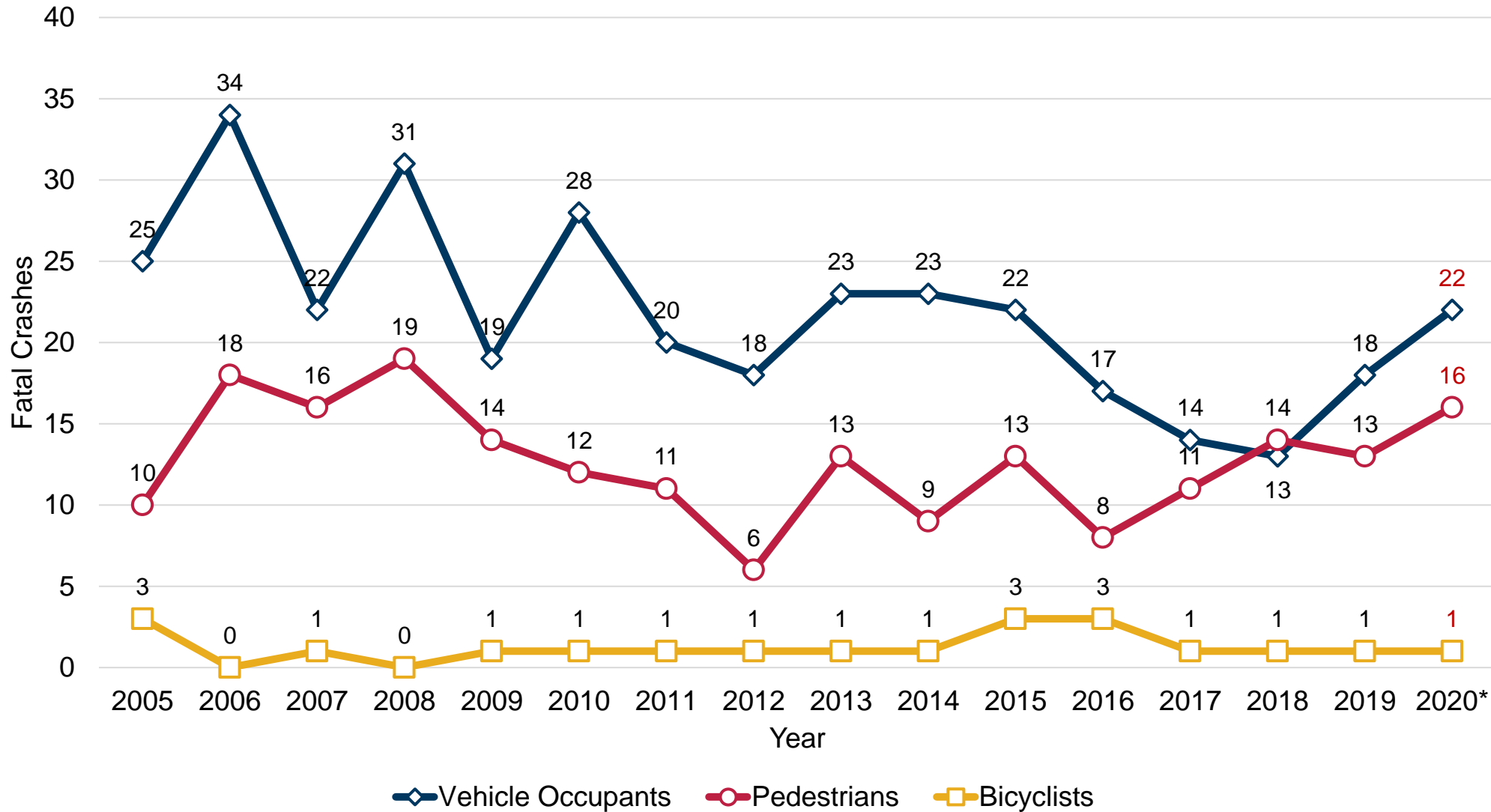


The number of serious and fatal crashes declined 25% compared to 2019. The largest decline was for people on foot with a 32% decline followed by people in motor vehicles at 22%. The number of people on bikes seriously injured or killed was largely unchanged.

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

*2020 data are preliminary and subject to change

FATAL CRASHES BY YEAR



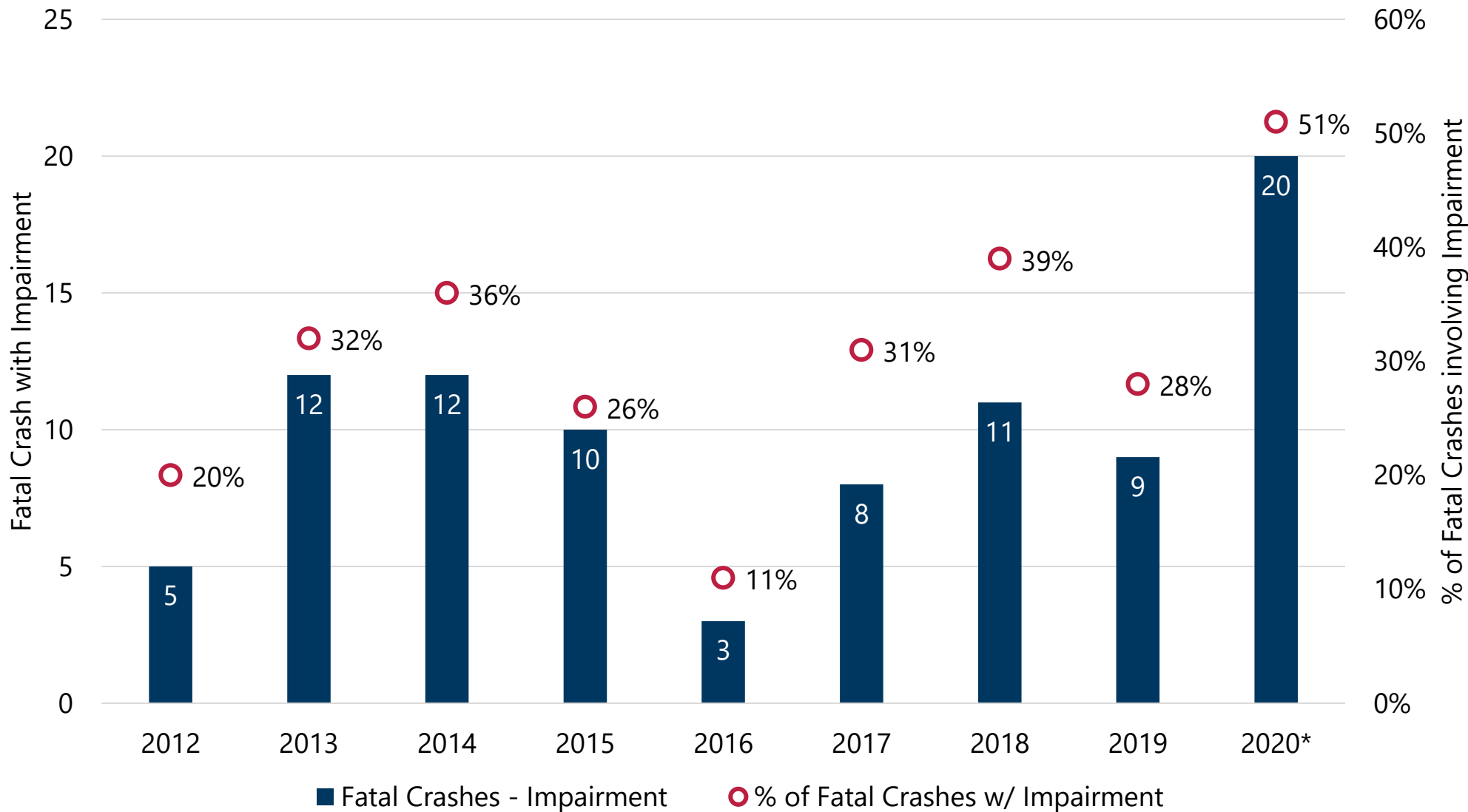
In 2020, there were **39 fatal crashes with 41 fatalities**. This is the highest total since 41 fatal crashes in 2010.

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.](#)

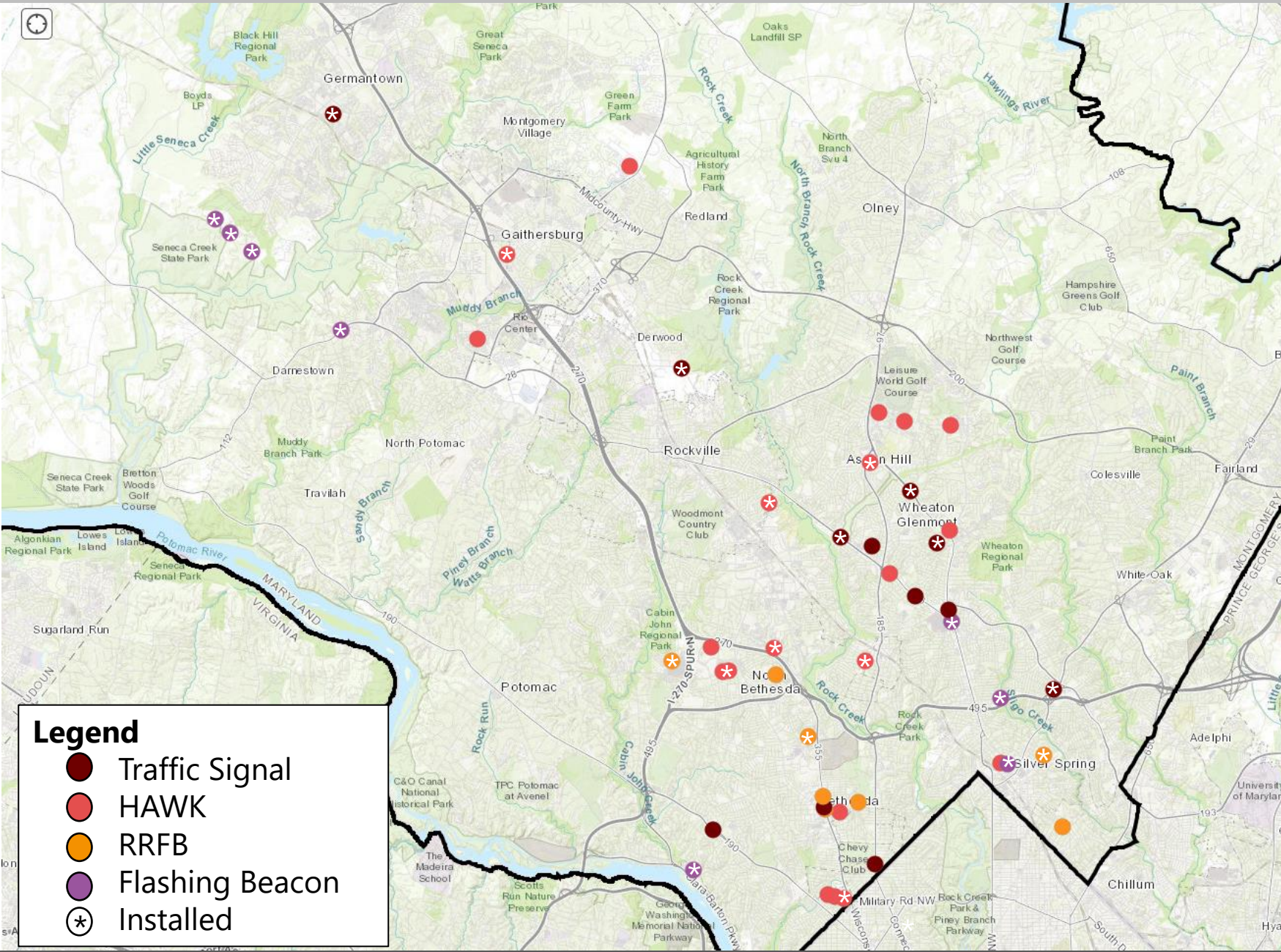
Source: MCPD Collision Reconstruction Unit
*2020 data are preliminary and subject to change



VISION ZERO UPCOMING ACTIVITY



NEW SIGNALS AND BEACONS



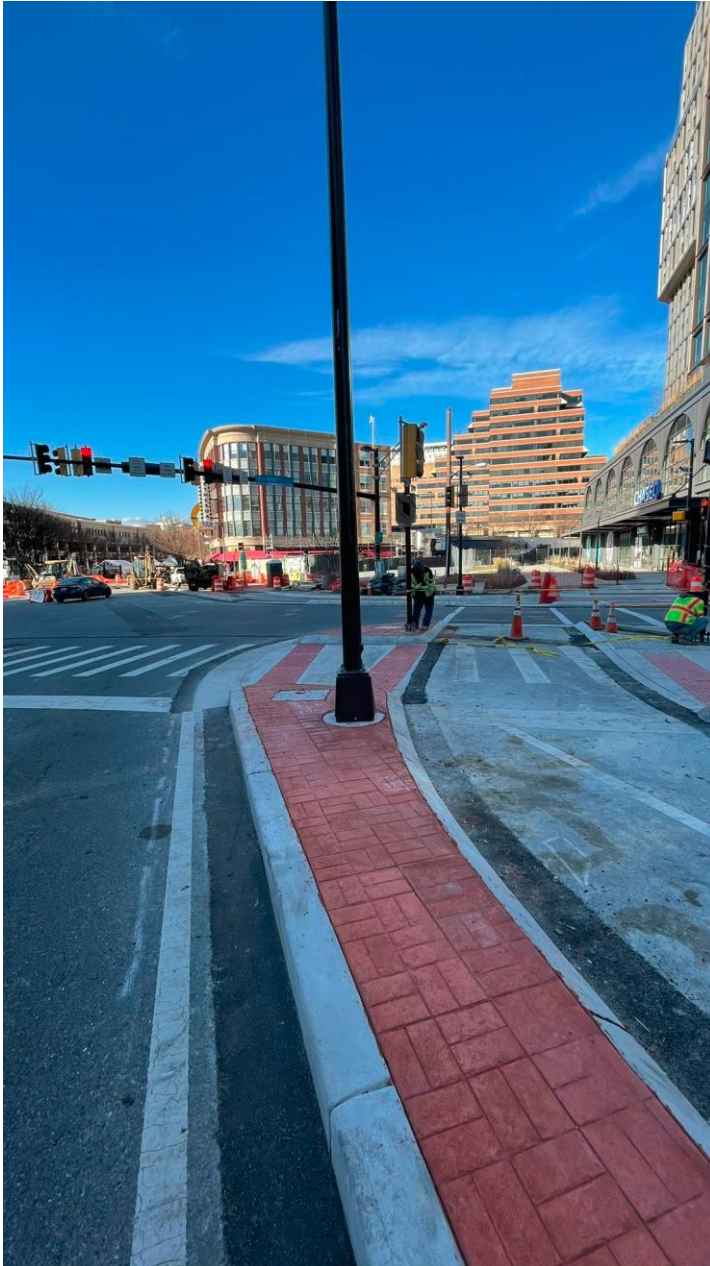
Scheduled for installation in 2021 are:

Traffic Signals:

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

Pedestrian Beacons:

- Spring Street and First Ave (activated before end of June)
- Twinbrook Parkway and Twinbrook Recreation Center (installed)
- Muddy Branch Road and Muddy Branch Square Shopping Center
- Snouffer School Road and Sweet Autumn Drive
- 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

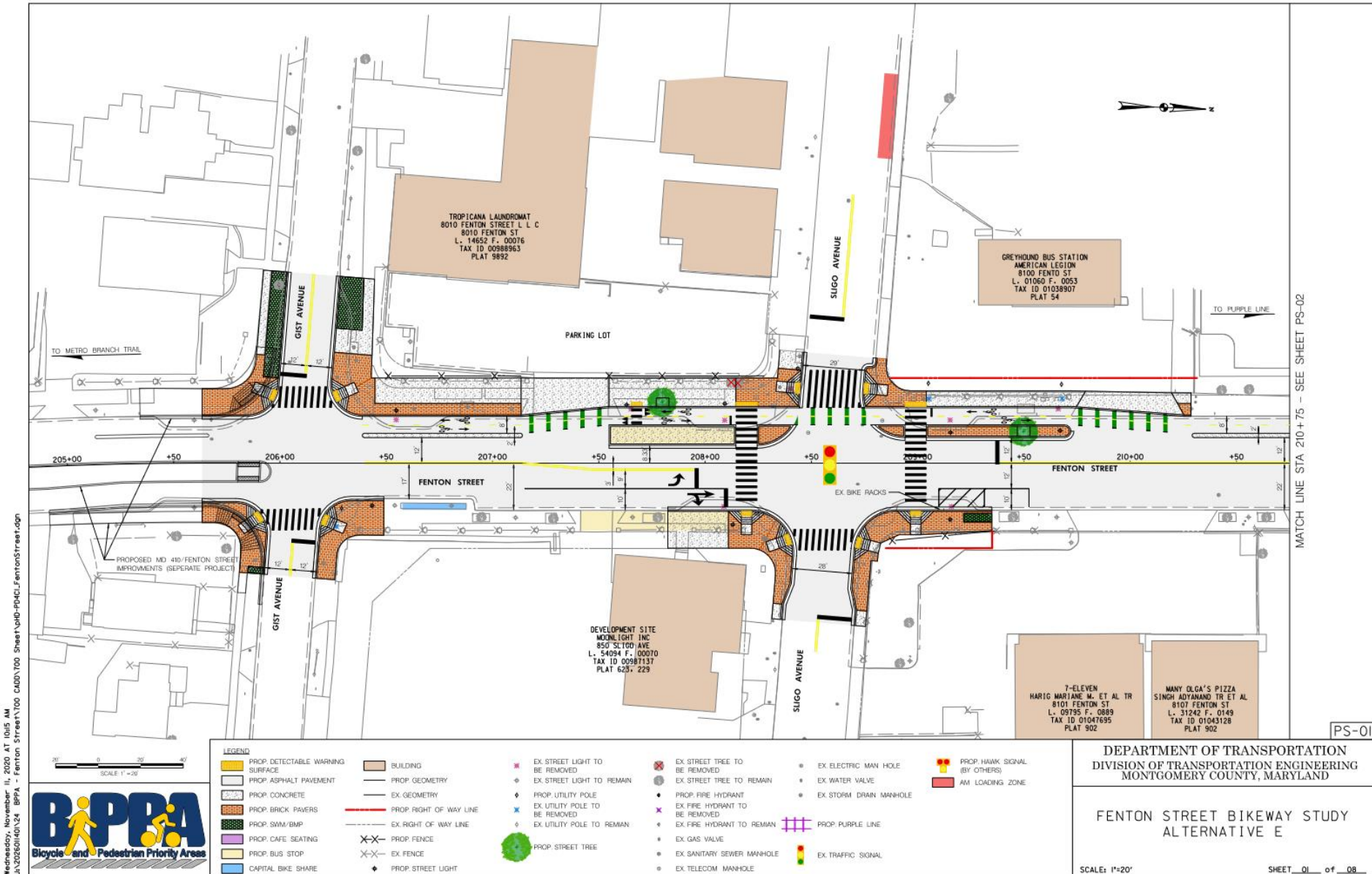
FENTON STREET BIKEWAY



The County Council's T&E Committee selected **Alternative E** to move into design.

The design effort will start in spring/summer 2021 with a virtual community meeting in the summer.

Construction is unlikely to start before 2023 and contingent on funding.



DEPARTMENT OF TRANSPORTATION
 DIVISION OF TRANSPORTATION ENGINEERING
 MONTGOMERY COUNTY, MARYLAND

FENTON STREET BIKEWAY STUDY
 ALTERNATIVE E

SCALE: 1"=20' SHEET 01 of 08



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.

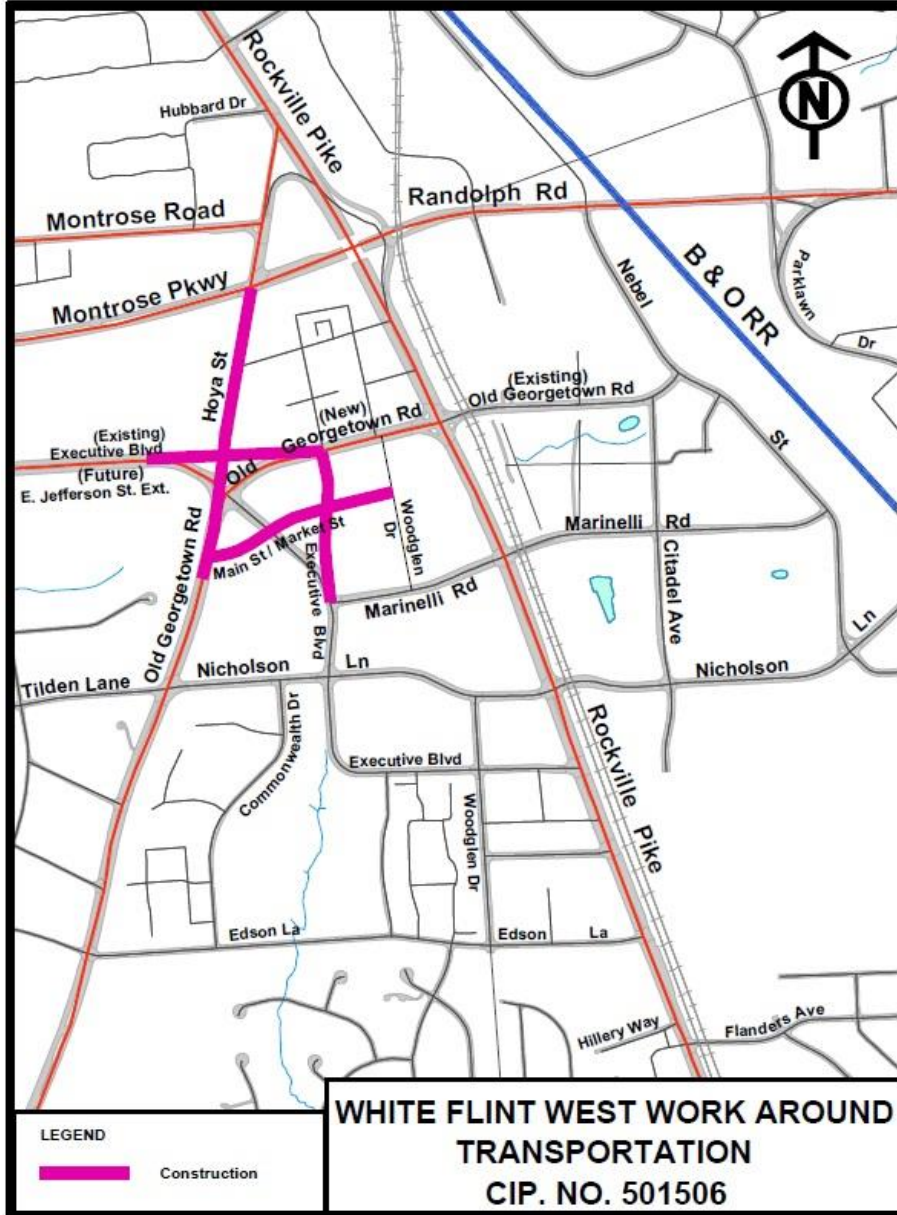
The Phase I Pilot Area will cover streets in Germantown, Woodglen, and Long Branch from January to June. Depending on the results of this pilot, it will be expanded to other areas in the county.

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.

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.

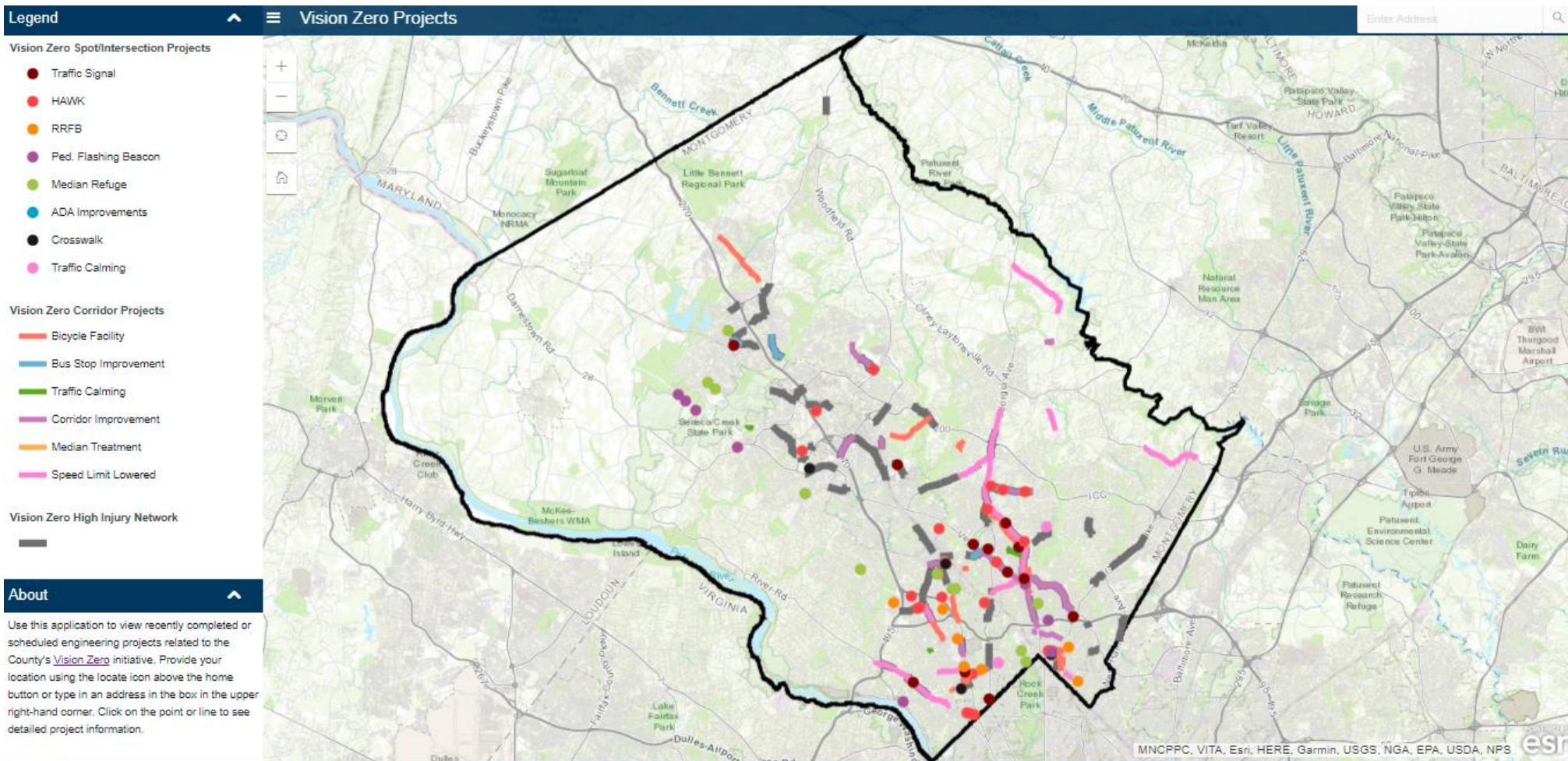
VISION ZERO PROJECT MAP



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](#).



VISION ZERO YOUTH AMBASSADORS



The 2021 Vision Zero Youth Ambassador Program consists of 28 Montgomery County high-school students and trains them to become road safety leaders in their community. Ambassadors attended 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 SSL hours for their participation.



2030 PLAN RELEASE AND REVIEW

Learn & Engage:

Your Safety: Prevent Transportation-Related Deaths and Serious Injuries in Montgomery County



Sign-Up!

VISION ZERO 2030 PLAN LISTENING SESSIONS

Help our County eliminate serious and fatal traffic crashes in the coming decade by sharing your input at one of five upcoming Virtual Listening Sessions. Learn about the **Vision Zero 2030 plan** and offer feedback by attending a 90-minute Zoom session open to all Montgomery County residents. Select and register for the session focusing on your region:

Later this week, the first draft of the Vision Zero 2030 Plan will be out.

There will be five listening sessions, a survey, and meetings with advisory boards to collect input.

- April 28 – BCC
- May 5 – Silver Spring
- May 13, UpCounty
- May 19, Mid-County
- May 26, East County

The sessions will be held over Zoom.

All the details and reservation will be posted on the Vision Zero 2030 Plan website.

THANK YOU!



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

montgomerycountymd.gov/visionzero/

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