NO TRAFFIC DEATHS BY 2030
IN MONTGOMERY COUNTY

VISION ZERO

NO TRAFFIC DEATHS BY 2030
IN MONTGOMERY COUNTY

OUR PLAN TO ELIMINATE FATALITIES AND
SEVERE INJURIES ON OUR ROADS BY 2030

PEDESTRIAN SAFETY • UPDATE TO COUNTY COUNCIL • 11/13/18
I. Fatal Crashes for All Roadway Users – P.3
II. Pedestrian Crash Stats Overview – P.6
III. Pedestrian Crashes Near Public Schools – P.13
IV. State and County Collaboration – P.17
V. Engineering Projects for Pedestrian Safety – P.23
VI. High Visibility Enforcement – P.30
VII. Pedestrian Safety Education – P.33
VIII. Get Involved – P.36
FATAL CRASHES FOR ALL ROADWAY USERS
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
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.

Source: MCPD Collision Reconstruction Unit
PEDESTRIAN CRASH STATS OVERVIEW
### PEDESTRIAN AND VEHICLE CRASHES BY MONTH & YEAR

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

**NOTE:** 2018 crash figures are preliminary and subject to change
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).
## Number of Pedestrian Collisions

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

**Key:**
- **Year of PRSA Audit**
- **Above Pre-Audit Average**

**#** = Preliminary 2018 crash data through Sept 30.
## PEDESTRIAN CRASHES IN HIGH INCIDENCE AREAS (HIAs)

### Number of Pedestrian Collisions

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

**Key:**
- **Year of PRSA Audit**
- **Above Pre-Audit Average**

**#** = Preliminary 2018 crash data through Sept 30.
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
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.
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%.
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.
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.
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.
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:

<table>
<thead>
<tr>
<th>Montgomery County</th>
<th>Maryland</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eliminate traffic fatalities by 2030</td>
<td>Reduce traffic fatalities by 50% by 2030 from 2008 baseline</td>
</tr>
<tr>
<td>Sets specific actions</td>
<td>Sets broad strategies</td>
</tr>
<tr>
<td>Each action has a deadline</td>
<td>No deadlines to implement strategies</td>
</tr>
</tbody>
</table>
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.
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 Reedie Dr.

Median Changes

MCDOT DTEO is working with MDOT SHA to install a median fence along MD 97 (Georgia Ave.) from Price Ave. to Reedie 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.
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) 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
**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.
Over the three year span (FY2016 to FY2018), MCPD averaged 283 deployment details specifically related to Pedestrian Safety.
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
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.
Outreach Events

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

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/BSovYHNh10

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

03/03/2016

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.

Follow us on Twitter

@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.

General Feedback
Let us know what you think about or how to improve Vision Zero Montgomery County.
Twitter @VisionZeroMC
visionzero@montgomerycountymd.gov

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