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

UPDATE TO COUNTY COUNCIL • 3/26/2019
OVERVIEW

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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.

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.

Graphic courtesy of: Vision Zero Network
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 overseeing the initiative.
**VISION ZERO PROJECT HIGHLIGHTS**

- All County pedestrian signals at 3.5 ft/sec walking standard
- Installed new HAWK, RRFB, and full traffic signals
- Audits of bus stop locations along the High Injury Network
- Installing first protected intersection and bike signal in MD
- Updating roadway design standards
- Increased pedestrian safety enforcement hours
- Procuring more mobile speed cameras
- New education and branding strategies developed
- Vision Zero Equity Task Force work underway
CRASH STATISTICS
Between 2012 and 2017, the county averaged 460 pedestrian and 134 cyclist-involved crashes. 2018 was below the five year average with 442 pedestrian and 115 cyclist-involved crashes. Compared to 2017, pedestrian-involved crashes were down 11% and cyclist-involved crashes were down 17%.

**Source:** MCPD

*2018 data are preliminary and subject to change*
The Vision Zero Two-Year Action Plan set out reduction targets of 20% and 35% in 2018 and 2019 compared to the 2012-2016 average.

Overall, 2018 exceeded the annual target with a 29% reduction led largely by improvements for motor vehicle occupants. However, the 20% target for pedestrians was not met.

Source: MCPD

*2018 data are preliminary and subject to change
For 2018, there were 28 fatal crashes investigated by MCPD’s Collision Reconstruction Unit. For motor vehicle occupants, 2018 had the fewest fatal crashes recorded in over a decade. Pedestrian fatalities were 3 above the prior 5-year average of 11 fatalities. There was one cyclist fatality after having zero in 2017.

Source: MCPD Collision Reconstruction Unit
*2018 data are preliminary and subject to change
VISION ZERO
ACTION PLAN UPDATE
TWO-YEAR ACTION PLAN – ACTION ITEMS

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
MCDOT worked with CountyStat to identify the High Injury Network on County roadways within the County crash map. There are ten roads in the County High Injury Network. MCDOT then investigated the crash data and relevant study data for these roads to compile a list of projects tailored to ensure safety for all road users.

MCDOT and SHA partnered together to identify a State-road High Injury Network. Ten State corridors were identified from crash data and MCDOT and SHA compiled a list of projects for the corridors.
In July 2018, M-NCPPC Montgomery Planning and MCDOT initiated and are jointly funding an effort to develop a Complete Streets Design Guide. The intent is to provide a useful tool for planners, designers, elected officials and our development partners for the implementation of designs and retrofitted changes that are consistent with Vision Zero, Chapter 49 of the Road Code, Master Plans and innovative multi-modal roadway design.

External outreach and formal review will be initiated in 2019 as the team comes up with potential drafts for consideration.

MCDOT is also updating its design standards for lighting, signing, marking, and signals.
WHEATON ENHANCEMENTS

Curb markings

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

Median Changes

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.).

Lane Narrowing

Utilizing resources from the County and State, there are numerous projects 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 plans to install a non-traversable median similar to the one pictured along a dangerous block of MD 97. The County installed curb markings along MD 97 to steer pedestrians towards the crosswalks. MCDOT and SHA are working together to install a new pedestrian signal and crosswalk at Georgia Ave and Veirs Mill Road.
To improve pedestrian safety, MCDOT is installing High-Intensity Activated crossWalk (HAWK) signals at:

- Muddy Branch Rd. & Harmony Hall Rd.
- Aspen Hill Road & Northgate Shopping Center
- Democracy Blvd. & Walter Johnson HS
- Willard Ave. & The Hills Plaza

A previously planned HAWK signal for Randolph Rd. & Livingston St. was upgraded to a full traffic signal.
Rectangular Rapid Flashing Beacons are another tool to direct drivers’ attention towards pedestrian activity. To improve pedestrian safety, MCDOT installed these beacons at:

- Bel Pre Rd. & Astrodome Dr.
- Bel Pre Rd. & Tynewick Dr.
- Bel Pre Rd. & Weeping Willow Dr.
- Westlake Dr. & Lakeview Dr.
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 installing new pedestrian activated flashers to improve pedestrian visibility. Flashers are installed or planned for:

- Forest Glen & Sligo Creek Park Trail (design completed)
- Muddy Branch & Muddy Branch Square Shopping Center (under construction)
- Tuckerman & Bethesda Trolley Trail (pictured)
- MacArthur & Dunrobbin/Princeton
ENG-4: REVIEW TRANSIT STOPS

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

In future versions of the map, there will be more project information and potentially include SHA projects.

The map can be found on the Vision Zero homepage at the top of the project and activity update section.
## Two-Year Action Plan Status - Engineering

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>ENG-1 Crash Analysis: Identify High Injury Network (HIN) for Modification</td>
<td>Identify priority HIN projects by 1/31/2018</td>
<td>Complete</td>
<td>Identified High Injury Network. Identified initial list of potential engineering options. Performed 2nd round of reviews of County-maintained portion of the HIN. Have already started some projects.</td>
</tr>
<tr>
<td>ENG-2 Update County Road Design Standards</td>
<td>Publish revised road designs by 11/1/2019</td>
<td>On-Going &amp; On-Schedule</td>
<td>MCDOT and M-NCPPC are advancing on this action item together under joint funding. MCDOT is also updating its existing lighting, signing, marking, and signals standards.</td>
</tr>
<tr>
<td>ENG-3 Expand Road Safety Audits</td>
<td>Implement new process by 11/1/2018</td>
<td>On-Going &amp; On-Schedule</td>
<td>MCDOT is adding a preconstruction Road Safety Audit activity to its design process.</td>
</tr>
<tr>
<td>ENG-4 Review Transit Stops</td>
<td>Develop program review requirements by 5/1/2018</td>
<td>Complete</td>
<td>SHA and MCDOT are prioritizing work on MD-97 (Georgia Ave) and MD-587 (Veirs Mill Rd) to develop short- and long-term solutions for pedestrian safety. SHA and MCDOT are jointly investigating and implementing safety improvements along a MD 97 corridor with SHA including curb markings, sidewalk stamps, speed limit reduction, non-traversable median, lighting improvements, signal installations, HAWK signal, RRFB signal, and lane narrowing. SHA Administrator Greg Slater has promised increased focus on pedestrian safety by his agency to include lowering speed limits to 30 MPH or lower in all central business districts and improving pedestrian crossings.</td>
</tr>
<tr>
<td>ENG-5 Evaluate Trail Crossings and Intersections</td>
<td>Develop list of priority trail crossings and intersections for modification by 11/1/2018</td>
<td>On-Going &amp; On-Schedule</td>
<td>Parks is implementing a pilot project to improve 18 mid-block crossings. MCDOT is coordinating with M-NCPPC on crossings for Rock Creek Trail, Diabase Trail, Hoyles Mill Trail, Muddy Branch Greenway Trail, Northwest Branch Trail, Upper Rock Creek Trail, Cabin John Trail, and more.. MCDOT has conducted and reviewed speed studies and crossing plans.</td>
</tr>
<tr>
<td>ENG-6 State/County Project Collaboration</td>
<td>Identify potential project areas by 1/1/18</td>
<td>Complete</td>
<td>SHA and MCDOT are prioritizing work on MD-97 (Georgia Ave) and MD-587 (Veirs Mill Rd) to develop short- and long-term solutions for pedestrian safety. SHA and MCDOT are jointly investigating and implementing safety improvements along a MD 97 corridor with SHA including curb markings, sidewalk stamps, speed limit reduction, non-traversable median, lighting improvements, signal installations, HAWK signal, RRFB signal, and lane narrowing. SHA Administrator Greg Slater has promised increased focus on pedestrian safety by his agency to include lowering speed limits to 30 MPH or lower in all central business districts and improving pedestrian crossings.</td>
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### Status Key:
- **On-Schedule or Complete**
- **Behind Schedule**
- **Behind, Not Started**
- **Not Started**
- **No Resources**
### Action Item

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<tr>
<td>ENG-7 Improve Pedestrian Signals</td>
<td>All pedestrian signals retimed to 3.5 feet/second by <strong>November 2019</strong></td>
<td>Complete</td>
<td>MCDOT reset the crossing time at each of the County’s pedestrian signals to a 3.5 ft/sec standard. MCDOT is also installing new pedestrian signals throughout the County, including 4 pedestrian actuated beacons at Muddy Branch Rd &amp; Harmony Hall Rd, Forest Glen Rd &amp; Sligo Creek Pkwy, Aspen Hill Rd &amp; Northgate Shopping Center, Democracy Blvd &amp; Walter Johnson HS, Willard Ave &amp; The Hills Plaza. An additional pedestrian signal at Randolph Road and Livingston Street was turned into a full signal.</td>
</tr>
<tr>
<td>ENG-8 Accelerate Sidewalk Building</td>
<td>Publish list of high priority areas lacking sidewalks by <strong>4/1/18</strong></td>
<td>Behind Schedule</td>
<td>MCDOT has contracted with a consultant to perform sidewalk evaluation throughout entire County beginning 5/1/19. In addition to the gap analysis required in Two-Year Plan, the study will evaluate ADA ramp provision and other impediments to sidewalk travel. Preliminary priority list within the High Injury Network (HIN) being developed in parallel to larger study based on BiPPA, pedestrian safety analysis, and existing sidewalk requests located within the HIN. The consultant will prioritize identifying additional sidewalk improvements within the HIN, then provide comprehensive and countywide improvement recommendations. Recommendations will include improvements to support access to future Purple Line stations.</td>
</tr>
<tr>
<td>ENG-9 Expand Low-Stress Bicycle Network</td>
<td>On-going effort</td>
<td>On-Going &amp; On-Schedule</td>
<td>Significant additions coming to Silver Spring and Bethesda BiPPAs for separated bicycle facilities. Construction of Second/Wayne Ave Cycletrack is underway in Silver Spring. County Council approved the updated Bicycle Master Plan on 11/27/18. MCDOT has developed a website, video, and brochure about how to use these new facilities at montgomerycountymd.gov/lookout</td>
</tr>
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**Status Key:**
- Green: On-Schedule or Complete
- Yellow: Behind Schedule
- Red: Behind, Not Started
- Grey: Not Started
- Black: No Resources
ENFORCEMENT AND VISION ZERO
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.
Over the three year span (FY2016 to FY2018), MCPD averaged 283 deployment details specifically related to Pedestrian Safety.

For FY19 year-to-date, MCPD has exceeded the prior year total and will have further high visibility enforcement as part of the spring Street Smart campaign.

* Total is not final and are subjected to increase due to mid date range data pull.
Although the total amount of work hours declined from FY16 to FY18, the total number of deployments were consistent between 280 and 285 details each year.

For FY19 year-to-date, MCPD has exceeded the prior year total and will have further high visibility enforcement as part of the spring Street Smart campaign.

* Total is not final and are subjected to increase due to mid date range data pull.
# Two-Year Action Plan Status - Enforcement

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<tr>
<td>ENF-1 Establish Collision Review Team</td>
<td>Establish team and hold first meeting by <strong>12/15/17</strong></td>
<td>Behind Schedule</td>
<td>MCPD and CountyStat have developed meeting framework, team roster, and team goals. Once non-disclosure agreement is finalized, first session can be held (target start in April). County members are also participating on the Maryland Highway Safety Office's pedestrian fatal crash review team with the Montgomery County meeting scheduled for March 28.</td>
</tr>
<tr>
<td>ENF-2 Increase Enforcement Activities</td>
<td>On-going effort</td>
<td>On-Going &amp; On-Schedule</td>
<td>MCPD will be conducting the following spring enforcement campaigns: Distracted Driving (April); Street Smart Pedestrian Safety (4/15-5/10); Click-it-or-Ticket (May); Aggressive Driving [ADAPT] (1 week in May &amp; July); Impaired Driving (June).</td>
</tr>
<tr>
<td>ENF-3 Expand Automated Enforcement</td>
<td>On-going effort</td>
<td>On-Going &amp; On-Schedule</td>
<td>Will be addressed in new request for proposals that is due to be let out in 2019.</td>
</tr>
<tr>
<td>ENF-4 Improved Distracted Driving Detection</td>
<td>Purchase and use more unmarked cars by <strong>12/1/18</strong></td>
<td>Behind Schedule</td>
<td>Issuance of unmarked vehicles is a subject of bargaining and must be negotiated with Union prior to implementation.</td>
</tr>
<tr>
<td>ENF-5 Collaboration w/ Court System</td>
<td>Complete initial outreach by <strong>5/1/18</strong></td>
<td>On-Going &amp; On-Schedule</td>
<td>A public-private education campaign called &quot;Noah on Patrol&quot; was released on May 23. As part of &quot;Noah on Patrol,&quot; a courtwatch program will monitor impaired driving cases in the county. The State's Attorney Office will push for ignition interlocks in impairment cases.</td>
</tr>
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**Status Key:**
- **Green** On-Schedule or Complete
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- **Red** Behind, Not Started
- **Gray** Not Started
- **Black** No Resources
The Public Information Office developed a new education strategy in 2018 to better focus our education efforts around Vision Zero principles and the crash data.

PIO has tasked a public relations contractor to improve the branding and messaging for Vision Zero which will include an improved web page, engagement strategy, and new logo.
After a series of pedestrian crashes in Wheaton this summer, the Vision Zero Steering Committee, along with the Mid-County Regional Services Center, developed an on-street campaign. Urban District staff and MCDOT/SHA funded Street Teams distributed thousands of pedestrian, bicycle, and traffic safety handouts in the Wheaton CBD. All material has English and Spanish and street teams provided Spanish speaking members.

MCDOT partnered with the Maryland Highway Safety Office to bring the Street Smart Virtual Reality Challenge to Wheaton Mall 3 times over the last few months. The VR challenge gives the driver 3 scenarios frequently associated with pedestrian and cyclist crashes to raise driver awareness of vulnerable roadway users.

After a month of the education campaign, Wheaton District police officers began enforcement against driver speeding, driver fail to yield, and pedestrian violations.
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.
MCDOT is partnering with the National Organizations for Youth Safety (NOYS) on a Vision Zero Youth Ambassador program. The program kicked off in January 2019 with Ambassadors attending a special training on pedestrian, bicycle and road safety, storytelling and public speaking. The program will conclude in April with a youth summit and interactive lab at Blair High School where the Ambassadors will serve as youth keynote speakers leading a safety design challenge with their peers.
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<tr>
<td><strong>EDU-1</strong> Create Comprehensive Outreach Strategy</td>
<td>Publish Strategy by 5/1/18</td>
<td>Complete</td>
<td>The Public Information Office completed the 2019 strategy and the Steering Committee has committed resources to the plan. The plan was finalized on October 24, 2018.</td>
</tr>
<tr>
<td><strong>EDU-2</strong> Expand Safe Routes to School Activities</td>
<td>Expand SRTS by start of 2019-2020 school year</td>
<td>On-Going &amp; On Schedule</td>
<td>MCDOT tasked two different consultants with additional Safe Routes to School Walk Audits in fall 2018. MCDOT and MCPS are coordinating together on Safe Routes to School programs.</td>
</tr>
<tr>
<td><strong>EDU-3</strong> On-bike Education Programs for Kids</td>
<td>Agreement with MCPS by 2019-2020 school year</td>
<td>On-Going &amp; On Schedule</td>
<td>MCPS and MCDOT are coordinating together on this action item. A pilot program is already scheduled for an On-bike Education Program.</td>
</tr>
<tr>
<td><strong>EDU-4</strong> Vision Zero Outreach Grant Program</td>
<td>Solicit proposals by 6/1/2018</td>
<td>No Resources</td>
<td>Due to budget constraints, the FY19 recommended budget does not fund this item.</td>
</tr>
<tr>
<td><strong>EDU-5</strong> Safety Awareness Training for County Employees</td>
<td>Complete first round of awareness trainings by 11/1/2018</td>
<td>Behind Schedule</td>
<td>Currently developing targeted material for key departments and divisions. Will be using a focus group of County employees to assess new distracted driving campaign this spring.</td>
</tr>
<tr>
<td><strong>EDU-6</strong> Cross-Departmental Team Building</td>
<td>Hold at least two collaboration events by 11/1/2018</td>
<td>Behind Schedule</td>
<td>Developing a job shadowing opportunity for police and DOT employees in the spring.</td>
</tr>
<tr>
<td><strong>EDU-7</strong> Raise Awareness Sleep and Safety</td>
<td>Complete first round of awareness trainings by 11/1/2018</td>
<td>Behind Schedule</td>
<td>Activities in November were not completed due to focus on other higher priority items. This will be rescheduled for fall 2019.</td>
</tr>
<tr>
<td><strong>EDU-8</strong> Future Technology Task Force</td>
<td>1st Report by 12/31/2018</td>
<td>Behind Schedule</td>
<td>Moved this item to year 2. MCDOT and other experts presented to the County Council on September 26, 2017 about the future of autonomous vehicles in Montgomery County. Video of session is at: <a href="http://montgomerycountymd.granicus.com/MediaPlayer.php?view_id=169&amp;clip_id=13823&amp;meta_id=143448">http://montgomerycountymd.granicus.com/MediaPlayer.php?view_id=169&amp;clip_id=13823&amp;meta_id=143448</a></td>
</tr>
<tr>
<td><strong>EDU-9</strong> Training in the Community</td>
<td>12/1/2018</td>
<td>On-going</td>
<td>Developing new materials to be used for outreach. Currently using materials developed by Public Information Office, MHSO, and NHTSA.</td>
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<tr>
<td>TIM-1 PROVIDE PROMPT EMERGENCY MEDICAL SERVICE</td>
<td>On-going effort</td>
<td>On-going</td>
<td>FRS has sent a proposed measurement to CountyStat for review and approval.</td>
</tr>
<tr>
<td>TIM-2 DEVISE SAFE INCIDENT MANAGEMENT PLAN</td>
<td>Create plan by 11/1/2018</td>
<td>Behind Schedule</td>
<td>Contractor working with MCFRS and MCPD to review current practice and compare to national standards. Framework will be completed by June.</td>
</tr>
<tr>
<td>TIM-3 ENHANCE POLICE DRIVER TRAINING</td>
<td>Improve driver training by 11/1/2019</td>
<td>Not Started</td>
<td></td>
</tr>
<tr>
<td>TIM-4 TEMPORARY TRAFFIC CONTROL DEVICES</td>
<td>Procure traffic control devices for a pilot program by 11/1/2018</td>
<td>No Resources</td>
<td>Due to budget constraints, the FY19 recommended budget does not fund this item</td>
</tr>
</tbody>
</table>
In recognizing the County’s larger equity goals and the disparities seen in traffic safety outcomes, CountyStat is facilitating a series of task force meetings around Vision Zero. These four meetings will lead to a framework that defines equity and our values for Vision Zero. The group will apply that equity lens to our current engineering, education, and enforcement efforts. This will lay the groundwork for the long-term Vision Zero strategy.
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<td>Change Policies, Regulations, and Laws</td>
<td>Identify changes needed by 12/1/2017</td>
<td>Complete</td>
<td>County elected officials, MCDOT, and MCPD have testified in Annapolis to support bills enhancing pedestrian safety, reducing impaired driving, and bringing Vision Zero to the State.</td>
</tr>
<tr>
<td>Ensure Equity throughout Vision Zero Projects</td>
<td>Establish task force by 12/31/17</td>
<td>Behind Schedule</td>
<td>First task force meeting held on 3/7/2019. Task force meetings and report due by June. Meeting materials can be found at <a href="https://www.montgomerycountymd.gov/visionzero/equity.html">https://www.montgomerycountymd.gov/visionzero/equity.html</a></td>
</tr>
<tr>
<td>Appoint Vision Zero Coordinator</td>
<td>Appoint interim manager 11/17 with full-time coordinator by 1/31/18</td>
<td>Behind Schedule</td>
<td>FY19 budget funds a contractor to coordinate and implement the Vision Zero Action Plan. The draft Request for Proposals has been written and sent for review. RFP will be out in April for a 30 day response period.</td>
</tr>
<tr>
<td>Create Vision Zero Website</td>
<td>Have full page build-out by 11/30/17</td>
<td>Complete</td>
<td>Website redesign was launched last week of September 2018. Working with contractor to further build out the website with more information and resources.</td>
</tr>
<tr>
<td>Create Vision Zero Feedback Map</td>
<td>Publish map by 11/30/17</td>
<td>Complete</td>
<td>App has been built and tested. App was launched with redesigned website in late September. Link at bit.ly/vzsafetymap</td>
</tr>
<tr>
<td>Create Pedestrian Master Plan</td>
<td>Complete master plan by 11/1/2019</td>
<td>On-Going &amp; On-Schedule</td>
<td>Pedestrian connectivity mapping scheduled to start this summer and be complete at the end of FY19.</td>
</tr>
<tr>
<td>Public Collision Data</td>
<td>Publish by 11/1/17</td>
<td>Complete</td>
<td>All 3 tables are published and updating weekly. CountyStat will use these tables to build out dashboard.</td>
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<tr>
<td><strong>LPA-8 Improve Crash Data Collection</strong></td>
<td>Start outreach by 11/30/17</td>
<td>On-Going &amp; On Schedule</td>
<td>Currently MCPD has implemented training to address proper report writing within the academy classes as well as to audit reports for data entry errors. MSP has made some fields within the ACRS reports mandatory and some fields mandatory on dependencies to help in capturing all the relevant data per event.</td>
</tr>
<tr>
<td><strong>LPA-9 Establish Peer Learning Opportunities</strong></td>
<td>Start outreach by 12/1/17</td>
<td>Complete and On-Going</td>
<td>Montgomery County is a member of the Road to Zero coalition, works with the State as participants in Towards Zero Deaths, and working with regional vision zero cohort.</td>
</tr>
<tr>
<td><strong>LPA-11 Work with Municipalities</strong></td>
<td>Complete initial outreach by 1/1/18</td>
<td>Behind Schedule</td>
<td>The County is working with Rockville and Takoma Park to discuss how the County can help build their Vision Zero plans. Outreach efforts will be completed by the Vision Zero Coordinator this summer.</td>
</tr>
<tr>
<td><strong>LPA-12 Engage Outside Research Partners</strong></td>
<td>Reach out to potential research partners by 1/1/18</td>
<td>On-Going &amp; On Schedule</td>
<td>The County does not have funds to pay for research, but is open to participating or being a living laboratory for researchers. The County will reach out to local partners to gauge interest.</td>
</tr>
<tr>
<td><strong>LPA-13 Procure Safer Vehicles</strong></td>
<td>Finalize policy by 11/1/2018</td>
<td>Behind Schedule</td>
<td>This action item has been moved to year two. Discussions with PRO and DGS-Fleet Management will start this summer.</td>
</tr>
<tr>
<td><strong>LPA-14 Build the Ten-Year Action Plan</strong></td>
<td>Start feedback sessions in <strong>January 2019</strong>, complete by <strong>November 2019</strong></td>
<td>Not Started</td>
<td>Recommendations of Equity Task Force will set the framework for the 10-year plan. Planning will build out analysis to estimate crash risk across the entire roadway network.</td>
</tr>
</tbody>
</table>
NO TRAFFIC DEATHS BY 2030
IN MONTGOMERY COUNTY

https://www.montgomerycountymd.gov/visionzero/