OUR PLAN TO ELIMINATE FATALITIES AND SERIOUS INJURIES ON OUR ROADS

UPDATE TO COUNTY COUNCIL • 01/28/2020
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.
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. Preliminary 2019 data show 265 serious and fatal collisions, a 28% reduction from the 2012-2016 average. Targets for vehicle occupants and cyclists were met, but pedestrian crashes did not meet the target.

Source: MCPD
*2019 data are preliminary and subject to change
In 2019, there were **31 fatal crashes with 32 fatalities**. This matches the 2014-2018 5-year historical average.

After four consecutive years of decline and a record low in 2018, the number of fatal crashes for vehicle occupants increased in 2019.

There was one fewer pedestrian fatality in 2019 compared to 2018. Nationwide, pedestrian fatalities are increasing by 35% from 2008 to 2017.

**Source**: MCPD Collision Reconstruction Unit

*2019 data are preliminary and subject to change*
VISION ZERO
RECENT ACTIVITY
Released 2020 Workplan

Hired Vision Zero Coordinator

Activated HAWK Beacon at Tuckerman Ln & Bethesda Trolley Trail

Holiday Task Force Removed 288 Impaired Drivers from the Road

Over 10,000 Contacts for “Be Safe, Be Seen” Campaign

Piloting Additional Officers in Central Traffic Unit for High Visibility Enforcement
• $266.6 Million for Vision Zero related projects
  o 26 pedestrian and bikeway projects
  o Vision Zero incorporated into 16 road and bridge projects
• $23.9 Million in additional funding
  o $9.3 Million for Pedestrian Safety CIP
  o $4.5 Million for Purple Line BiPPA
  o $4.2 Million for filling in sidewalk gaps
  o $2.0 Million for Amherst Ave. bikeway
  o $1.9 Million for lighting along Seven Locks Rd Bikeway
  o $1.3 Million for minor bikeway projects
  o $0.7 Million for widening Good Hope Rd sidewalk project
FROM REACTIVE TO PROACTIVE

➢ **Sidewalk inventory** complements citizen requests to provide better gap identification and project prioritization.

➢ **Bus stop audit** along the High Injury Network to identify necessary improvements for riders getting safely to and from the stops.

➢ **High Injury Network analysis** with MCDOT and SHA to identify potential short- and long-term needs.

➢ **Bicycle-Pedestrian Priority Area** dedicated CIP projects to implement bicycle networks in Silver Spring, Bethesda, Wheaton, Glenmont, Veirs Mill/Randolph, and along the Purple Line.

➢ **High visibility enforcement** based on crash and ticket history to better utilize enforcement details with new centralized team.

➢ **Systematic safety analysis** to determine predicted crash rates for the entire roadway network to build a long-term strategy for potential reengineering locations.

➢ **Targeted messaging** such as the *Be Safe Be Seen* campaign to address increased crashes occurring once the evening rush hour is in the dark. Also developing distracted driving campaign with diverse messaging.

➢ **Building in equity considerations** for project prioritization to address historic inequities in the built environment.
# 2020 Workplan – Action Items

## Engineering
- Design facilities that prioritize safety above all else
- Key Outcome: Reductions in serious 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 serious 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
2020 WORKPLAN – ENGINEERING

- High Injury Network Roadway Modifications
- High Injury Network Signal Modifications
- Implement Pedestrian Road Safety Audit Recommendations
- Develop Cost Estimates for Full HIN Buildout
- Finalize Complete Streets Design Guidelines
- Implement Bus Stop Audit Recommendations
- Evaluate Trail Crossings and Intersections
- State/County Project Collaboration
- Traffic Signal and Beacon Installation
- Fill Sidewalk Gaps
- Continue Expanding Low-Stress Bicycle Network
Scheduled to be installed are:

**Traffic Signal:**
- Wisteria Dr & Crystal Rock Dr
- MD 586 & Norris Dr (SHA)

**HAWK Beacons:**
- Willard Ave. & The Hills Plaza (Activation this winter)
- Democracy Blvd. & Walter Johnson HS
- 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
- Georgia Ave & Fenwick Lane

**Flashing Beacon:**
- MacArthur Blvd & Dunrobbin Dr
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
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.
Continue Fatal Crash Review Team

High Visibility Enforcement Against Dangerous Behaviors

Issue Contract for Automated Enforcement Program

Officer Training for Roadway Engineering
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.
Update Comprehensive Outreach Strategy

Host Bicycle Rodeos and Expand On-Bike Education

Safe Routes to Schools Education Program

Launch Distracted Driving Campaign

Cross-Departmental Outreach Events

Expand Engagement to Include New Community Partners
Provide Prompt Emergency Medical Service

Devise Safe Incident Management Plan
2020 WORKPLAN – LAW, POLICY, AND ADVOCACY

- Hire Vision Zero Coordinator
- Build the 10-Year Vision Zero Strategy
- Systematic Roadway Safety Analysis
- Update Subdivision Staging Policy
- Continue Support to Municipalities
- New Fleet Vehicle Purchasing Policy
- Review and Update Roadway and Sidewalk Closure Policies
- Review and Update Trash and Recycling Bin Placement Policy
- Build Equity Considerations into CIP Project Selection
END TRAFFIC DEATHS IN MONTGOMERY COUNTY

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

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