VISION ZERO

NO TRAFFIC DEATHS BY 2030

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

PRESENTATION TO MID-COUNTY CAB • 02/18/20
COORDINATOR’S ROLE IN VISION ZERO

DEPARTMENT A

DEPARTMENT B

PARTNER A

OPEN DATA

PUBLIC
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.

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
VISION ZERO – SWEDEN'S RESULTS VS. US

Traffic Fatalities per 100,000 Population

Year

US


15.9 14.5 13.9 13.4 13.2 12.9 12.6 12.5 12.3 12.2 11.9 11.7 11.2 11.0 10.8 10.6 10.4 10.2 10.0 10.0 9.8 9.6 9.4 9.2 9.0

SWEDEN


6.5 6.0 5.5 5.0 4.5 4.0 3.7 3.4 3.2 3.0 2.8 2.6 2.4 2.2 2.0 1.8 1.6 1.4 1.2 1.0 0.8 0.6 0.4 0.2 0.0

Traffic Fatalities per 100,000 Population

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Vision Zero Cities

A Vision Zero City meets the following minimum standards:

- Sets clear goal of eliminating traffic fatalities and severe injuries
- Mayor has publicly, officially committed to Vision Zero
- Vision Zero plan or strategy is in place, or Mayor has committed to doing so in clear time frame
- Key city departments (including Police, Transportation and Public Health) are engaged.
Graphic courtesy of: Planning Dept. (Draft design, not official)
CREATING COMPLETE STREETS

PEDESTRIAN SCRAMBLE

Photo Credit: Flickr/tilex, Licensed under Creative Commons

PROTECTED BIKE LANES

Photo Credit: MCDOT, Used with permission

PEDESTRIAN HYBRID SIGNALS (HAWK BEACON)

Photo Credit: Wikimedia/KJBurns, Licensed under Creative Commons

SIGNAL TIMING

LIGHTING
CRASH STATISTICS
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*
The High Injury Network (HIN) identifies roadway segments that have a higher amount of crashes (at least one crash per mile per year) relative to the amount of traffic on that road. MCDOT will use this initial list to identify roadways for engineering improvements.
The High Injury Network (HIN) roadways of concern in Mid-County are mainly located in Wheaton, Glenmont, and Aspen Hill. With the exceptions of Bel Pre Rd, Crabbs Branch Way, and E Gude Dr, and Shady Grove Rd, these HIN roadways are controlled and maintained by the State Highway Administration.
Crash Density was higher in neighborhoods with:

- Higher Percentage of households that speak English less than “very well”
- Higher Percentage of population that is Hispanic or Latino
- Higher Percentage of households below the poverty level
- Lower Median age
**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
2020 Projects In Wheaton
$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
PROJECTS UNDERWAY OR PLANNED

ASPEN HILL GREENWAY PILOT

AMHERST AVE BIKE LANE DESIGN

BEL PRE RD PRSA

STREET OUTREACH IN WHEATON CBD

VEIRS MILL RD HAWK BEACON & TRAFFIC SIGNAL

FOREST GLEN PASSAGEWAY

NEW TRAFFIC SIGNALS & PED BEACONS
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

Legend
- Bicycle Facility
- Corridor Improvement
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.
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.
## Why Enforcement? Can It Work?

<table>
<thead>
<tr>
<th>Dangerous Behavior</th>
<th>Enforcement Activity</th>
<th>Effect on Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drivers not yielding to pedestrians at crosswalks</td>
<td>Targeted driver enforcement at crosswalks</td>
<td>23% pedestrian crashes</td>
</tr>
<tr>
<td>Impaired driving</td>
<td>Publicized sobriety checkpoints</td>
<td>17% alcohol related crashes</td>
</tr>
<tr>
<td>Driver excessive speeding</td>
<td>Automated speed enforcement</td>
<td>19% reduction in severe collisions</td>
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</tbody>
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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
VISION ZERO HOMEPAGE & SOCIAL MEDIA

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

@VisionZeroMC
GET INVOLVED GATEWAY

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

General Feedback
Let us know what you think about or how to improve Vision Zero Montgomery County.

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

mc311.com

Twitter @VisionZeroMC
visionzero@montgomerycountymd.gov
• Starts this spring

• Will be having open houses and pop-up events to gather community feedback on ideas to get to zero by 2030

• Stay tuned for dates, times, and locations in late March!
NO TRAFFIC DEATHS BY 2030
IN MONTGOMERY COUNTY