OUR PLAN TO ELIMINATE FATALITIES AND SERIOUS INJURIES ON OUR ROADS

COMMISSION ON AGING • 09/14/2021
IN THE SAFETY APPROACH...

1. Traffic deaths are...
2. Human behavior must be...
3. Goal is to prevent...
4. Responsibility lies with...
5. Saving lives is...

<table>
<thead>
<tr>
<th>TRADITIONAL APPROACH</th>
<th>VISION ZERO</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Inevitable</td>
<td>1. Preventable</td>
</tr>
<tr>
<td>2. Perfect to avoid crashes</td>
<td>2. Integrated into the design</td>
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<tr>
<td>3. All collisions</td>
<td>3. Fatal &amp; severe Crashes</td>
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<tr>
<td>4. Individual roadway users</td>
<td>4. System (design + behavior)</td>
</tr>
<tr>
<td>5. Expensive</td>
<td>5. Not expensive</td>
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</tbody>
</table>

Graphic adapted from: Vision Zero Network
Crash Survivability Drops Significantly Above These Speeds

- Pedestrian or Cyclist Struck At... 20 MPH
- Side Impact Collision At... 30 MPH
- Head On Collision At... 45 MPH
CURRENT STATE OF ROADWAY SAFETY
To allow for comparisons across jurisdictions, the Montgomery County statistics above include all roads in the county (local roads and highways, interstates, and federal roads).
The map shows areas with more than 5 serious and fatal crashes within a mile.

Overall, the areas with highest serious and fatal crash density were Wheaton, Aspen Hill, Germantown, Glenmont, and Gaithersburg.
Emergency Room Visits for Motor Vehicle Crashes by Ethnicity/Race 2015-2019

Mortality Rate for Motor Vehicle Crashes by Ethnicity/Race 2015-2019

Data notes: ER Visit and death records are for Montgomery County residents, but the crash may have occurred in a different jurisdiction. NH = “Non-Hispanic”
VICTIM AGE AND VISION ZERO

Drivers KSI per 100k Registered Drivers

Pedestrians KSI per 100k population

Cyclists KSI per 100k population

All Drivers
MoCo Drivers
All Pedestrians
MoCo Peds
All Cyclists
MoCo Cyclists
Car Crashes Cost Montgomery County Billions of Dollars Each Year

**Economic Loss**

$476 Million

**Total Loss**

$3 Billion
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.
Recently installed:

Pedestrian Beacons:
- 3 along Bel Pre Road
- Twinbrook Parkway and Rec Center
- Spring Street and First Avenue
- 6705 Rockledge Drive
- Muddy Branch Road and Muddy Branch Square Shopping Center

Traffic Signals:
- River Rd & Braeburn Pkwy (SHA)

Scheduled to be installed are:

Traffic Signals:
- Georgia Ave & Price Ave
- Veirs Mill Rd & Norris Dr (SHA)
- Snouffer School Road and Sweet Autumn Drive

Pedestrian Beacons:
- Fenton St (2 PHBs in DTSS)
- Layhill Road and Greenery Lane (SHA project)
- Veirs Mill Road and Andrew Street
Bikeways under construction or starting by fall:
• Capital Crescent Surface Trail
• Woodmont Ave Separated Bike Lanes
• Frederick Rd Shared Use Path
• Marinelli Rd Separated Bike Lanes
• Montgomery Ave/Ln Separated Bike Lanes
• Cameron St to Planning Pl Separated Bike Lanes
• Kensington Pkwy Shoulder Improvements
• Grove St Neighborhood Greenway
• Emory Lane Shared Use Path

High Injury Network (HIN) Corridor Projects:
• Middlebrook Rd (implemented road diet)
• White Flint West Workaround (under construction)
• Crabbs Branch Way (under design)
• Bel Pre Rd (pedestrian beacon upgrades)
• Shady Grove Rd (signal timing)

Speed Management:
• 26 miles of roads with lowered speed limits
• 5 pilot “20 is Plenty” roads
MCDOT and SHA have partnered to make numerous improvements for safety in the Wheaton Triangle:

1. Lower speed limit on Veirs Mill Rd
2. Crosswalk upgrade
3. Crosswalk upgrade
4. Intersection improvement at new HQ
5. New sidewalk and ped beacon
6. Lower speed limit on Georgia Ave
7. Narrowed travel lanes on Georgia Ave
8. Off-peak parking on Georgia Ave
9. Crosswalk upgrade with planned signal timing upgrade for pedestrians
10. Non-traversable median
11. New full traffic signal
12. Crosswalk upgrades
13. Lower speed limit on University Blvd
MCDOT, Montgomery Parks, and the State Highway Administration will continue supporting and expanding the Shared Streets program and determine how this model will continue after the public health emergency ends.

In addition, SHA implemented a pilot project for temporary bike lanes on University Boulevard W from Amherst Avenue to Arcola Avenue.

The current Shared Streets will run through the end of November.
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.
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 examines existing conditions, stakeholder feedback, and leading practices to make recommendations on improving the pedestrian environment. A draft of the recommendations was released this past summer.
The Commissions on Aging and for People with Disabilities have shared their concerns about floating bus stops that separate the sidewalk and bus stop with a bike lane in between. Concerns in particular were about the ability to detect passing bicyclists and ensure they stop for people crossing. To address these concerns, MCDOT Director Conklin requires staff to determine wherever possible to place future floating bus stops at a signalized intersection to force all traffic to stop for people crossing.

- Lateral deflection
- Vertical deflection
- “SLOW”
- Rumble strips (have been added since photo)
As a pilot, Montgomery County DOT has installed bike and micromobility corrals along Fenton Street in Downtown Silver Spring. MCDOT has communicated the locations to scooter vendors as a place where freshly charged scooters can be dropped off and keep out of the sidewalk.

In the coming year, MCDOT will review this pilot and determine where other on-street corrals may be appropriate for other urban areas.
Over the next two years, the Vision Zero Action Plan details an expansion of outreach and education for older adults. This includes:

- working with existing outreach partners in HHS, Fire and Rescue, Libraries, and Recreation
- MCDOT is exploring an expansion of its Vision Zero Youth Ambassador Program to include adults
- Raising awareness of currently available resources such as “Seniors Ride Free”
- Additional outreach and focus during Older Driver Safety Awareness Week from December 6 to 10.
Group photo of County employees involved in designing and building the 2nd/Spring protected intersection.

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