OUR PLAN TO ELIMINATE FATALITIES AND SERIOUS INJURIES ON OUR ROADS
NORTHWOOD FOUR CORNERS CIVIC ASSOCIATION • 10/13/2021
VISION ZERO AND
SAFE SYSTEMS
WHAT IS VISION ZERO?


Principles of the Safe System Approach

- Humans Make Errors
- Humans Are Vulnerable to Injury
- Responsibility Is Shared
- No Death or Serious Injury is Acceptable
- Proactive vs. Reactive
Vehicle Speed comparison to chance of Pedestrian Injury and Fatality
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).
In 2020, there were **39 fatal crashes with 41 fatalities**. This the highest total since 41 fatal crashes in 2010.

Vehicle occupant (drivers, passengers, and motorcyclists) fatalities reached a low in 2018 with 13 fatal crashes, but in 2020 returned closer to the 2010-2015 average.

Pedestrian fatalities have been on the rise since 2016. Nationwide, pedestrian fatalities increased by 51% from 2009 to 2019.

**Source:** MCPD Collision Reconstruction Unit. Excludes fatal crashes along interstates (I-270, I-495) and ICC (MD-200).
51% of fatal crashes in 2020 involved at least one party in the crash being impaired (BAC >=0.08). This was well above the 2016-2019 average of 30%. Of concern were BACs exceeding 0.20, which is a level of intoxication where balance and muscle control is significantly deteriorated and blackouts can occur.

Source: MCPD Collision Reconstruction Unit.

*2020 data are preliminary and subject to change.
In the U.S., comparing 2019 to 2020...

<table>
<thead>
<tr>
<th>Vehicle Miles Traveled</th>
<th>Fatal Crashes</th>
<th>Fatal Ejections from vehicles</th>
<th>Alcohol Involved Fatal Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Down 13.2%</td>
<td>Up 7.2%</td>
<td>Up 20%</td>
<td>Up 9%</td>
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“Preliminary data tells us that during the national health emergency, fewer Americans drove but those who did took more risks and had more fatal crashes.

- One recent report showed a median 22% increase in speeds in select metropolitan areas.
- Sixty-five percent of drivers in trauma centers after a serious crash tested positive for drugs or alcohol.
- In April [2020], double the average number of people were thrown from vehicles during crashes, indicating no seat belts.”

-NHTSA Open Letter to the Driving Public
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

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
- **All Drivers**
- **MoCo Drivers**

### Pedestrians KSI per 100k population
- **All Pedestrians**
- **MoCo Peds**

### Cyclists KSI per 100k population
- **All Cyclists**
- **MoCo Cyclists**
Car Crashes Cost Montgomery County Billions of Dollars Each Year

Economic Loss
$476 Million

Total Loss
$3 Billion
CURRENT PROJECTS & CAMPAIGNS
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 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)
- Randolph Rd (under design)

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.
As a pilot, Montgomery County DOT has installed to 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.
VISION ZERO AROUND YOUR NEIGHBORHOOD
The State Highway Administration is currently piloting a multimodal shared streets pilot along University Blvd W from Amherst Ave to Arcola Ave. During the pilot, the curbside lanes have been reassigned exclusively for pedestrians and cyclist use. After the pilot, the lanes will return to the original configuration as the pilot results are evaluated.

SHA will be posting and mailing handouts soon with information to the public on the next steps for the pilot.
To improve safety in and around the intersection of Colesville Road (US29) and University Blvd W (MD193), the following have been recently done:

- Lowered speed limit along University Blvd W
- New traffic signal on US29 & Lanark Way for improved FLASH bus stop access
- Updated crosswalks to continental (bar) striping
- Repairing sidewalk ramps, traffic barriers, and signs during US29 repaving.

On US29, the next phase of bus rapid transit will continue looking for improving ped/bike access.

On MD193, the Planning Department will start a wholistic examination of the future of the corridor starting in spring 2022.
The process for residential traffic calming starts with a request from the community to the Department of Transportation using 3-1-1.

After the request is received, a traffic engineer will be in touch about next steps. First, the traffic engineer will collect data to determine which countermeasures can be implemented to reduce car travel speeds.

Immediate parking violations can be reported to County Police using the non-emergency phone number 301-279-8000. On-going speeding or law violations can be reported to the District command.
On the Vision Zero website, you can find links to common service requests and how to make requests to town, county, and state government. To call, County requests can be made to 3-1-1 (240-777-0311), State Highway requests to the District 3 office at 1-800-749-0737.

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Numbered routes (355, 97, 586, 188, etc.) are State roads.
Group photo of County employees involved in designing and building the 2nd/Spring protected intersection.

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