

# VISION ZERO FY2024 ANNUAL REPORT

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Montgomery County, Maryland  
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# Purpose of this Document

Under the [Vision Zero 2030 Action Plan and FY24-25 Work Plan](#), the County Government committed to publicly sharing its implementation progress each fiscal year. The fiscal year (FY) 2024 annual report provides highlights from the fiscal year and details work completed under all 45 action items in the plan between July 1, 2023, and June 30, 2024.

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# Executive Summary

Fiscal year (FY) 2024, running from July 1, 2023 to June 30, 2024, was the third year under the County's [Vision Zero 2030 Action Plan](#). During the year, over 20 local and state agencies advanced 127 projects across the plan's 45 action items. Overall, 90% of all planned work was completed in the fiscal year. Factors affecting implementation included staff and budget limitations, increased costs for materials and contracted services, and expanded scopes of work that pushed completion beyond FY24. Work not completed during FY24 will be addressed in FY25.

In 2023, the most recent year with complete data, serious and fatal crashes were down 11% compared to the 2015-2019 annual average. Notably, on high injury network (HIN) corridors where safety projects, outreach, and law enforcement were prioritized, there was a significant 28% reduction compared to a 5% increase on non-HIN roadways. Continued focus on the HIN and in neighborhoods designated as equity emphasis areas will continue to drive down serious and fatal crashes.

A major priority in the Vision Zero 2030 Action Plan is creating more protected crossings by adding traffic signals and pedestrian beacons to crosswalks. In FY24, the County installed 4 traffic signals and 4 pedestrian hybrid beacons. Since the start of the Vision Zero Initiative, 58 traffic signals and pedestrian hybrid beacons have been installed representing over \$15 million in safe crossing investments.

Twenty nine bikeway projects were advanced by the County in FY24. MCDOT exceeded its sidewalk construction target with 6.7 miles installed.

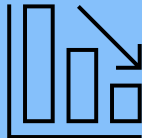
The County and State continue to advance transit and safety projects in tandem. The County is advancing 5 pedestrian and bicycle safety projects at future Purple Line stations in the east county. Viers Mill Road bicycle and pedestrian projects along the future bus rapid transit line were in final design phase. The Capital Crescent Trail is scheduled to open in spring 2026 ahead of the Purple Line opening in 2027.

Along with projects, the County continues building a culture of safety through events, outreach, and focused law enforcement activation. Across 259 local events, residents participated in bike and e-scooter safety, celebrating walking and biking to school, or engaging County employees at a project pop-up events. Montgomery County Police issued over 376,000 speeding violations through automated and officer initiated enforcement.

While the downward trend in serious and fatal crashes along the high injury network is encouraging, there is still much work to be done. All partners remain committed to working each day to eliminate serious and fatal crashes from our roadways.

# FY24 Work Plan Highlights

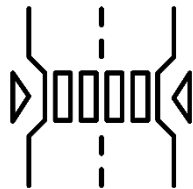
Pages 4 and 5 highlight work completed by 20 municipal, county, and state departments and agencies across 127 work items underway in FY24.



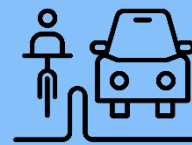
11% decrease in serious and fatal crashes<sup>1</sup>



259 resident engagement events



10 high injury network corridors under study, design, or construction



29 bikeway projects underway, 5 under construction



8 pedestrian hybrid beacons and traffic signals installed.  
58 since Vision Zero began.



6.7 miles of new sidewalk installed

<sup>1</sup> compared to 2015-2019 5-year annual average.

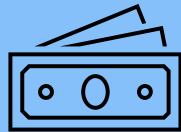
<sup>2</sup> [“Traffic” icon created by Rifai from Noun Project.](#) Used under Creative Commons.



1 loophole closed in Noah's Law to keep more impaired drivers off the road



2 dedicated bus lanes installed on Georgia Avenue and University Boulevard



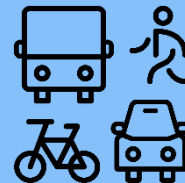
\$9.2 million in federal grant funding secured from Safe Streets and Roads for All<sup>3</sup>



17 walkability audits completed for Safe Routes to School



1<sup>st</sup> Safety Day hosted by Vision Zero Youth Ambassadors



5 bikeway projects advancing to connect to Purple Line

<sup>3</sup> Includes total awards to municipal, county, and M-NCPPC between 2022 and 2024.

## Complete Streets Highlights

Complete streets are “designed and operated to provide safe, accessible, and healthy travel for all users of our roadway system, including pedestrians, bicyclists, transit riders, and motorists. [...] Complete Streets function as a system, ensuring that the transportation network as a whole provides safe and efficient access for all roadway users and only provides designated spaces for each mode when needed.”<sup>4</sup>

Action items under the Complete Streets area move the county’s road network towards complete street designs with frequent, protected crossings, adequate space accommodating those walking, biking, using assistive mobility devices, and roadway features to keep all vehicles traveling at safe speeds. See [page 20](#) for details on all 20 Complete Streets actions.

### Complete Streets at a Glance



10 projects underway along City, County, and State high injury network corridors.



4 traffic signals and 4 pedestrian hybrid beacons installed for protected crossings.



29 bikeway projects underway with 5 under construction.



6.7 miles of new sidewalk installed.



17 walkability studies completed for Safe Routes to School.

<sup>4</sup> Definition of a complete street from the [County's Complete Streets Design Guide](#).



## Complete Streets Implementation Measures

### Serious and Fatal Crashes

The number of serious and fatal crashes on a public roadway, excluding private roads and parking lots, decreased by 12% compared to the 2015-2019 baseline. This reduction was due to significant decreases on the County and State-maintained high injury network (HIN) corridors, which saw a 28% decline. However, serious and fatal crashes increased outside of these HIN corridors. As a result, HIN corridors now account for a smaller proportion of all serious and fatal crashes compared to the pre-COVID period.

The concentration of serious and fatal crashes in equity emphasis areas (EEAs) has increased. 37% of serious and fatal crashes were in an EEA for 2015-2019 compared to 44% in 2024.

Crash Measures by Calendar Year	2015	2016	2017	2018	2019	2020	2021	2022	2023
Serious and fatal crashes on the high injury network	124	109	104	102	101	47	74	77	77
Percentage of serious and fatal crashes on the high injury network	42%	40%	40%	42%	40%	24%	33%	33%	32%
Serious and fatal crashes in Equity Emphasis Areas <sup>5</sup>	105	102	107	109	101	68	96	94	112
Percentage of serious and fatal crashes in equity emphasis areas	33%	35%	39%	41%	37%	34%	40%	38%	44%

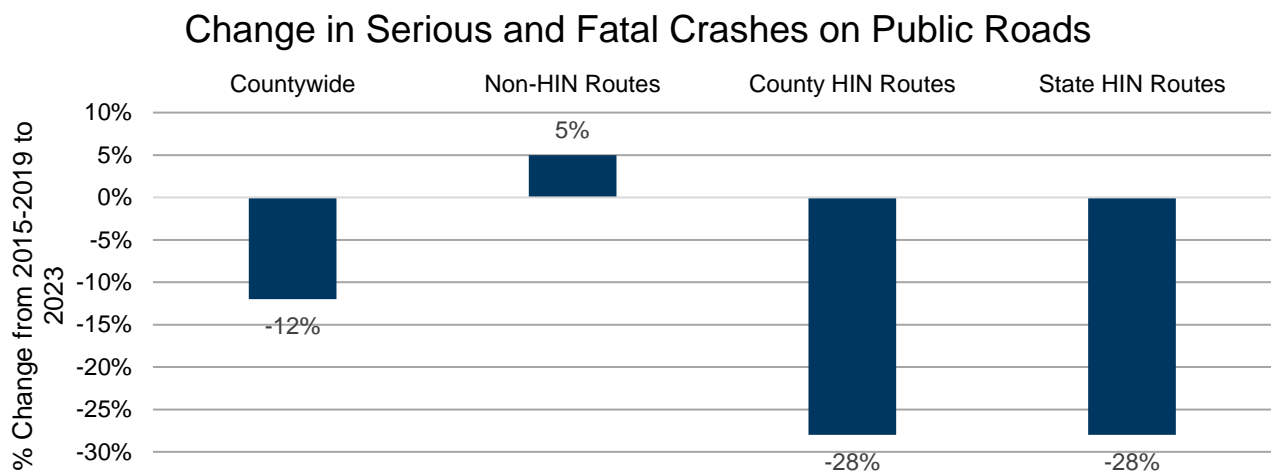


Figure 1 - Change in serious and fatal crashes on public roads in 2023 compared to the 2015-2019 annual average.

<sup>5</sup> The Equity Emphasis Areas were updated by MWCOG in July 2022 to reflect the 2020 Census. For consistency across years, the data reflect the 2018 Equity Emphasis Areas for all years. Crashes located within 100 feet of an EEA boundary were included in the count.

### ***Sidewalk and Bikeway Project Implementation***

With increased funding for sidewalk projects, particularly new funding for sidewalks near schools, the Montgomery County Department of Transportation has exceeded its implementation target of 25,000 linear feet the past three fiscal years. Separated bike facility installation was lower in 2023 but will pick up next year as more projects approach final design. See action items S-7 and S-13 for all bikeway, shared use path, and sidewalk projects.

<b>Project Measures by Fiscal Year</b>	<b>FY17</b>	<b>FY18</b>	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>	<b>FY22</b>	<b>FY23</b>	<b>FY24</b>
<b>Linear feet of sidewalk built</b>	24,000	27,000	29,000	32,000	25,000	30,000	37,000	35,000
<b>Miles of separated bicycle facilities built<sup>6</sup></b>				1.3	2.5	2.0	1.0	0.2

### ***Pedestrian Comfort and Bicycle Travel Stress***

The mileage change for low stress biking and pedestrian comfort measures in the 2030 Action Plan have been modified to synchronize with the implementation measures in the [Bicycle Master Plan](#) and [Pedestrian Master Plan](#). Currently, these measures are updated on even numbered years to align with the biannual monitoring reports.

<b>Comfort and Stress Travel Measures by Calendar Year</b>	<b>2018</b>	<b>2020</b>	<b>2022</b>
<b>Percentage of pathways comfortable for pedestrians</b>			61%
<b>Percentage of crossings comfortable for pedestrians</b>			42%
<b>Percentage of potential bicycle trips able to be made on a low-stress bicycling network</b>	14%	15%	17% <sup>7</sup>

### ***Safe Speeds and Protected Crossings***

The following measures related to the Complete Streets Design Guide were under development at the end of FY24. Interim roadway classifications will be confirmed with the update to the Master Plan of Highways and Transitways that was underway in FY24.

- Percent change in streets meeting the protected crossing spacing thresholds included in the Complete Streets Design Guide.
- Percent change in streets with target and posted speeds meeting the street type target speeds.

<sup>6</sup> Excludes separated bicycle facilities built through private sector and conventional bike lane projects.

<sup>7</sup> Includes projects under construction as of December 2022.



## Multimodal Future Highlights

The Montgomery County of the future will have many safe and efficient travel options including Metrorail, Purple Line, commuter rail (MARC), bus rapid transit, regional and local buses, and a network of sidewalks and bikeways. New technologies such as autonomous vehicles, improved telepresence options, and micromobility (e-scooters and e-bikes) emerge.<sup>8</sup> With the robust transit and cycling networks, the number of people required to drive to reach their destination will decline. The changes will aid in reaching Vision Zero with fewer drivers on the road and people taking safer transit options, upgraded bikeways and sidewalks are intuitive and low stress for most people to use, and vehicles have multiple crash avoidance technologies built in.<sup>9</sup>

See [page 44](#) for updates on all 13 Multimodal Future action items.

### Multimodal Future at a Glance



68% of construction completed on Purple Line and 47% complete for Capital Crescent Trail.



County led projects advancing design along Carroll Ave, Flower Ave, and Piney Branch Rd for improved ped/bike access to future Purple Line.



Veirs Mill Road Bicycle and Pedestrian Improvement project along with Bus Rapid Transit entered final design phase. Design to be completed in 2025.



Construction underway for Metropolitan Branch Trail connecting to Silver Spring Metro Station.

<sup>8</sup> "Transportation: Thrive 2050," Montgomery Planning, Maryland-National Capital Park and Planning Commission, accessed April 2021, <https://montgomeryplanning.org/planning/master-plan-list/general-plans/thrive-montgomery-2050/transportation-2050/>.

<sup>9</sup> Reid Ewing, Shima Hamidi, James B Grace, "Urban sprawl as a risk factor in motor vehicle crashes," *Urban Studies* 53, no. 2 (2014): 247-266, doi: <https://doi.org/10.1177/0042098014562331>.

## Multimodal Future Implementation Measures

### Travel Modes

With COVID-19 related shutdowns in 2020 and early 2021, vehicle miles traveled (VMT) dropped 17% between 2019 and 2020. Between 2020 and 2023, VMT increased 11%, but still below pre-COVID levels due to the large increase in remote work. Remote work accounted for 24% of work “commutes” in 2023 with declines across all other travel modes. Driving alone dropped the most between 2019 and 2023 (-11.7%) followed by public transportation (-4.8%).

Travel Measures	2015	2016	2017	2018	2019	2020	2021	2022	2023
Annual vehicle miles traveled (in millions)	7,507	7,698	7,893	7,787	7,873	6,555	7,140	7,206	7,304
Drove alone for work	65.6%	65.3%	64.6%	65.8%	64.7%	N/A	47.5%	53.2%	53.0%

Way to Work	2019	2021	2023	Change from 2019 to 2023
Drive Alone		64.7%	47.5%	-11.7%
Carpooled		9.8%	6.8%	-0.8%
Public transportation (excluding taxicab)		14.5%	4.6%	-4.8%
Walked		2.4%	1.6%	-0.4%
Bicycle		0.5%	0.2%	0.0%
Taxicab, motorcycle, or other means		1.5%	2.3%	+0.4%
Worked from home		6.7%	37.1%	+17.2%

### Crossing to Bus Stops

For Montgomery County Ride On, there were 1,952 bus stops on a multilane roadway with 1,038 (53%) located within 350 feet of a signalized or all-way stop crossing. Protected bus stops were up from 51% last year with road diets limiting travel lanes, new all way stops, traffic signals, and pedestrian hybrid beacons.

For Metrobus, there were 885 bus stops on a multilane roadway with 528 (60%) within 350 feet of a signalized or all-way stop crossing.

Both Ride On and WMATA systems are reviewing their bus routes through [Ride On Reimagined](#), [Better Bus](#), and [DMV Moves](#) which will affect bus routing and stop placement in the coming years.

## Culture of Safety Highlights

Vision Zero requires more than improved transportation infrastructure; it requires building a culture of safety. A safety culture not only reduces risky behaviors such as speeding and impaired driving, but grows protective behaviors such as wearing seatbelts or purchasing a vehicle with higher safety ratings.

Under Culture of Safety, these are the top dangerous behaviors for focused outreach:

- Impaired driving
- Exceeding the speed limit
- Distracted driving with emphasis on distractions from mobile devices
- Failure to yield right of way with emphasis on drivers failing to yield to people walking and biking
- Not wearing seatbelts or properly securing a child in age-appropriate seat

See [page 54](#) for updates on all 12 Culture of Safety action items.

### Culture of Safety at a Glance



Made Noah's Law whole by requiring ignition interlocks for drunk drivers given probation before judgement.



259 events hosted or participated in for pedestrian and bike safety.



91 Safe Routes to School events.



3,000+ attendees at the first Safety Day created by the Vision Zero Youth Ambassadors.



376,158 speeding violations issued by MCPD officers and automated enforcement.

## Culture of Safety Implementation Measures

### *Community Ratings for Ease of Travel*

Typically in odd numbered years, the CountyStat Office conducts a [comprehensive community survey](#) to assess satisfaction levels and priorities of Montgomery County residents. The survey delves into residents' experiences with various modes of transportation, including car travel, biking, walking, and public transportation. A survey was not conducted in 2023, but will be conducted in 2024. See the [FY23 Annual Report](#) for a summary of past surveys.

### *Community Protective Measures and Behavior*

After declining seatbelt use between 2015 and 2019, use has steadied around 95% the past four years. However, there is still a need to focus on occupant protection with those remaining 4% not wearing a seatbelt accounting for 53% of motor vehicle occupant fatalities in 2023.

Of the “big 5” behaviors leading to serious and fatal crashes, no major changes from 2022 to 2023 for all crashes. See the “State of Roadway Safety” section for a breakdown of fatal crashes.

	2015	2016	2017	2018	2019	2020	2021	2022	2023
<b>Percentage of drivers in Montgomery County wearing seatbelt</b>	96%	93%	95%	93%	91%	95%	95%	96%	95%
<b>Percentage of crashes with speeding</b>	9%	7%	8%	8%	8%	10%	9%	8%	8%
<b>Percentage of crashes with impairment</b>	7%	7%	7%	7%	6%	8%	8%	7%	5%
<b>Percentage of crashes with distraction</b>	50%	52%	53%	53%	56%	56%	55%	55%	54%
<b>Percentage of crashes with lack of seatbelt or car seat</b>	4%	4%	4%	4%	4%	4%	4%	4%	4%
<b>Percentage of crashes with driver failing to obey stop sign, traffic signal, or other traffic control</b>	21%	22%	22%	24%	26%	27%	27%	27%	27%

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### **Montgomery County Government as a Safety First Employer**

From FY19 to FY24, property damage claims for County Government vehicles decreased 36%. The Department of Transportation was a key contributor to this positive trend, reporting a 69% reduction and the Police Department with a 12% decline in claims.

	FY19	FY20	FY21	FY22	FY23	FY24
<b>Collisions involving County-owned vehicles<sup>10</sup></b>	949	891	684	749	654	607

The measure “Percentage of County employees given safety awareness training” is under development as a countywide training program is under development. Larger departments such as Fire/Rescue, Police, and Transportation continue to provide training for their drivers.

### **Post-Crash Care and Response**

Since 2019, the Fire/Rescue Service has been actively monitoring the direct transportation of patients with traumatic injuries to trauma centers. Notably, every year since the start of tracking has seen a 100% success rate in ensuring that all patients with traumatic injuries are appropriately transported to a trauma center.

	2019	2020	2021	2022	2023
<b>Percentage of trauma patients directly transported to trauma center</b>	100%	100%	100%	100%	100%

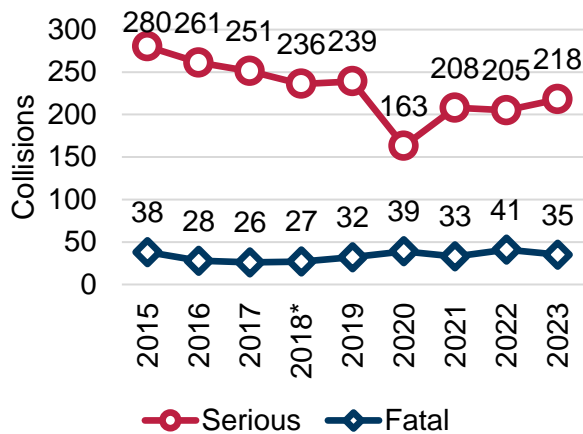
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<sup>10</sup> Count of claims made by County Government departments to Risk Management. Does not include Fire/Rescue Service as the department is covered under a separate automobile liability policy.

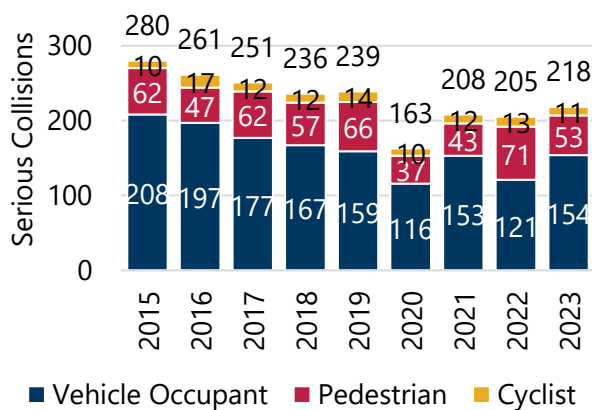
# State of Roadway Safety

## Crashes by Year

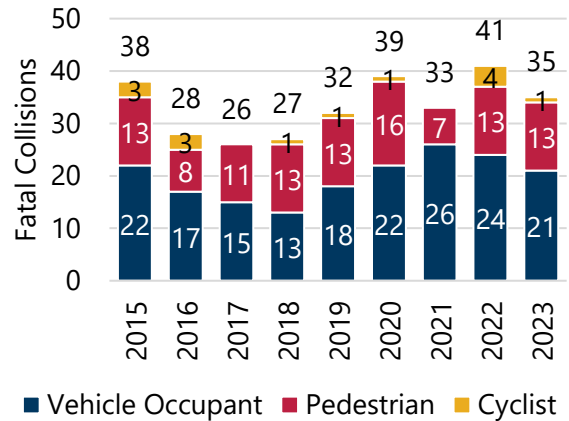
There were 253 serious and fatal crashes in 2023, excluding interstate roadways, in Montgomery County, an 11% decrease from the 2015 to 2019 average. Compared to 2022, there were 13 more serious crashes and 6 fewer fatal crashes.



**Figure 2 - Serious and fatal collisions by year.**  
\*2018 shows one less fatality than listed in the 2030 Plan as it was closed as a homicide.

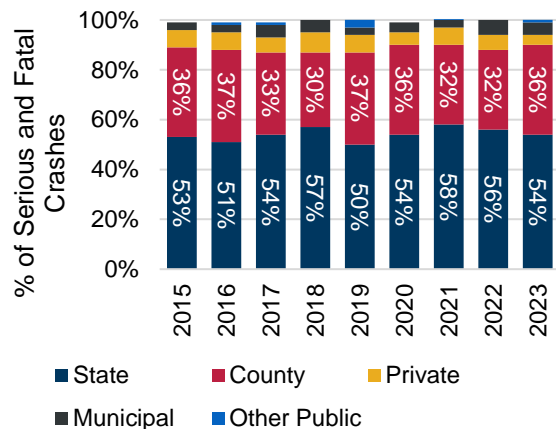


**Figure 3 - Serious collisions by year and roadway user.**



**Figure 4 - Fatal collisions by year and roadway user.**

90% of serious and fatal crashes were on State and County Government maintained roadways in 2023. Compared to the 2015-2019 average, the percentage of crashes on the road were relatively unchanged with less than 1% differences for State, County, and Municipal roads.



**Figure 5 - Serious and fatal collisions by roadway owner.** Due to rounding, each year may not add to 100%.

## Fatal Crash Factors by Year

### Fatal Crashes – All Modes

In 2023, there were 35 fatal crashes resulting in 36 fatalities, exceeding the 2015-2019 annual average of 30 fatal crashes and 33 fatalities. Since the COVID-19 pandemic, there has been a rise in impairment, speed, and roadway departure crashes.

	2015	2016	2017	2018	2019	2020	2021	2022	2023
<b>All Fatal Crashes</b>	<b>38</b>	<b>28</b>	<b>26</b>	<b>27</b>	<b>32</b>	<b>39</b>	<b>33</b>	<b>41</b>	<b>35</b>
<b>Total Fatally Injured</b>	<b>40</b>	<b>33</b>	<b>27</b>	<b>30</b>	<b>33</b>	<b>41</b>	<b>36</b>	<b>45</b>	<b>36</b>
<i>Impairment (Any Unit)</i>	10	3	8	10	9	23	11	15	20
<i>Impairment (Driver Only)</i>	9	1	7	5	8	16	10	13	12
<i>Speed Related</i>	3	3	12	13	7	20	20	16	17
<i>Distraction</i>	1	1	2	3	4	3	4	2	2
<i>Hit and Run</i>	1	1	2	2	1	2	1	2	3
<i>Nighttime Crash</i>	23	12	13	17	14	28	20	16	23
<i>On Saturday and Sunday</i>	11	8	8	10	15	13	8	11	17
<i>Roadway Departure</i>	12	6	3	5	8	12	7	11	13
<i>On State Road</i>	25	13	18	15	12	27	23	25	23

### Motor Vehicle Occupant Fatal Crashes

While Montgomery County had a [seatbelt usage rate of 95%](#), 53% of vehicle occupants fatally injured were not wearing a seatbelt in 2023. Roadway departure crashes remained elevated compared to the 2015-2019 annual average. Angle (T-bone) crashes and impairment-related crashes declined between 2022 and 2023.

	2015	2016	2017	2018	2019	2020	2021	2022	2023
<b>Motor Vehicle Occupant Fatal Crashes</b>	<b>16</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>15</b>	<b>19</b>	<b>18</b>	<b>22</b>	<b>17</b>
<b>Total Fatally Injured</b>	<b>18</b>	<b>19</b>	<b>12</b>	<b>11</b>	<b>16</b>	<b>21</b>	<b>21</b>	<b>25</b>	<b>18</b>
<i>Fully or Partially Ejected</i>	0	3	1	2	2	4	3	3	4
<i>No Seatbelt</i>	5	6	5	4	4	7	9	11	9
<i>Driver Impairment</i>	6	0	5	2	7	13	8	11	8
<i>Roadway Departure</i>	5	8	8	4	8	9	11	13	11
<i>Single Vehicle Crash</i>	11	6	3	4	8	10	7	8	10
<i>Angle Crash</i>	2	3	3	1	2	5	4	6	1

### Motorcycle/Moped Fatal Crashes

4 Motorcycle and moped fatal crashes was near the historical average. Impairment was a contributing factor for 30% of fatalities between 2015-2022 and 3 out of 4 for 2023. At or approaching an intersection remained the most common crash area accounting for 74% of motorcycle/moped fatal crashes between 2015-2022 and 2 out of 4 for 2023.



	2015	2016	2017	2018	2019	2020	2021	2022	2023
<b>Motorcycle/Moped Fatal Crashes</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>8</b>	<b>2</b>	<b>4</b>
<b>Total Fatally Injured</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>8</b>	<b>2</b>	<b>4</b>
<i>Motorcyclist/Moped without helmet</i>	1	0	0	0	0	0	2	1	0
<i>Impairment (All Involved Parties)</i>	0	1	1	1	0	2	2	1	3
<i>At or Related to Intersection</i>	5	1	4	3	2	2	7	1	2

### Pedestrian Fatal Crashes

Impairment-related pedestrian fatal crashes in 2023 were the highest recorded since 2015. Seven out of the eight impaired pedestrians were impaired by alcohol and one with an illegal drug. The pedestrians impaired by alcohol had blood alcohol contents double or more than the legal driving limit of 0.08. At these levels of impairment, people have reduced reaction times, slowed thinking, confusion, vomiting, and drowsiness.

	2015	2016	2017	2018	2019	2020	2021	2022	2023
<b>Pedestrian Fatal Crashes</b>	<b>13</b>	<b>8</b>	<b>11</b>	<b>13</b>	<b>13</b>	<b>16</b>	<b>7</b>	<b>13</b>	<b>13</b>
<b>Total Fatally Injured</b>	<b>13</b>	<b>8</b>	<b>11</b>	<b>13</b>	<b>13</b>	<b>16</b>	<b>7</b>	<b>14</b>	<b>13</b>
<i>Impairment (All)</i>	3	2	2	7	2	7	1	3	9
<i>Impairment (Ped Only)</i>	0	2	1	5	1	7	1	2	8
<i>Impairment (Driver Only)</i>	2	0	1	1	0	0	0	1	1
<i>Impairment (Driver AND Ped)</i>	1	0	0	1	1	0	0	0	0
<i>Pedestrian Age 55+</i>	5	6	8	5	7	8	4	8	5
<i>Nighttime Crash</i>	9	6	6	10	7	12	5	7	12
<i>At or Related to Intersection</i>	8	6	7	5	5	11	3	7	5
<i>Driver Turning</i>	1	1	1	1	3	1	1	1	0

### Cyclist Fatal Crashes

In 2023, there was one cyclist fatality at Frederick Rd and Gunners Branch Rd.

	2015	2016	2017	2018	2019	2020	2021	2022	2023
<b>Cyclist Fatal Crashes</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>1</b>
<b>Total Fatally Injured</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>1</b>
<i>Impairment (any unit)</i>	1	0	0	0	0	1	0	0	0
<i>Impairment (driver impaired)</i>	0	0	0	0	0	1	0	0	0
<i>At or Related to Intersection</i>	2	2	0	1	0	0	0	2	1
<i>Motor Vehicle Driver Turning</i>	0	0	0	0	0	0	0	2	0
<i>Young Cyclist Fatal (19 and under)</i>	1	1	0	0	1	0	0	2	0

## Fatal Crash Comparisons to Neighboring Jurisdictions

The National Highway Traffic Safety Administration (NHTSA) maintains a census of all motor vehicle crashes with a fatal injury in the United States. Using NHTSA data combined with data on population from the US Census Bureau and state motor vehicle traffic volume allowed for comparing fatality rates across jurisdictions. The two charts below compare Montgomery County's 2022 fatal crashes per 100 million vehicle miles traveled (VMT) and per 100 thousand residents to other cities and counties in the Greater Washington and Baltimore Metropolitan Areas.

Montgomery County had the third-lowest fatality rate both per vehicle miles traveled and per capita compared to peer jurisdictions in the region. If the county's fatal crash rate were at the national average, there would be 75 to 80 more fatalities on our roads each year.

2022 Fatal Crash Rate per 100 Million Vehicle Miles Traveled

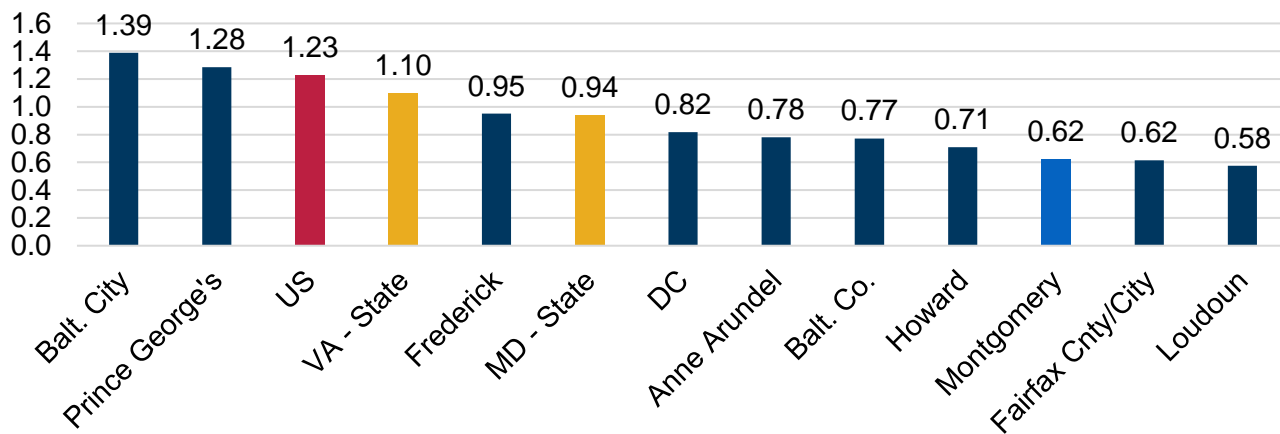


Figure 6 - Comparison of Montgomery County's fatal crash rate per 100 million vehicle miles traveled to peer jurisdictions in the area, state, and nation.

2022 Fatal Crash Rate per 100 Thousand Population

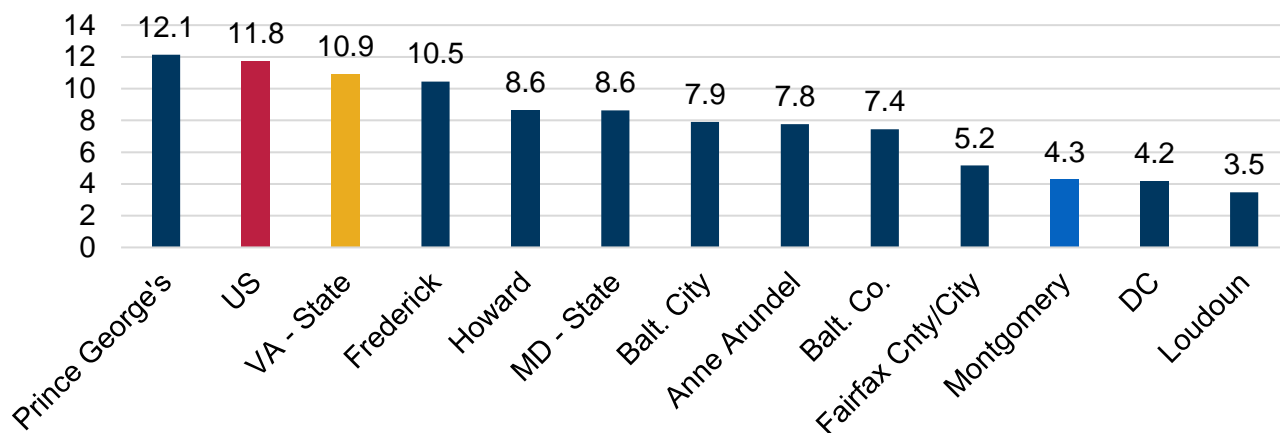
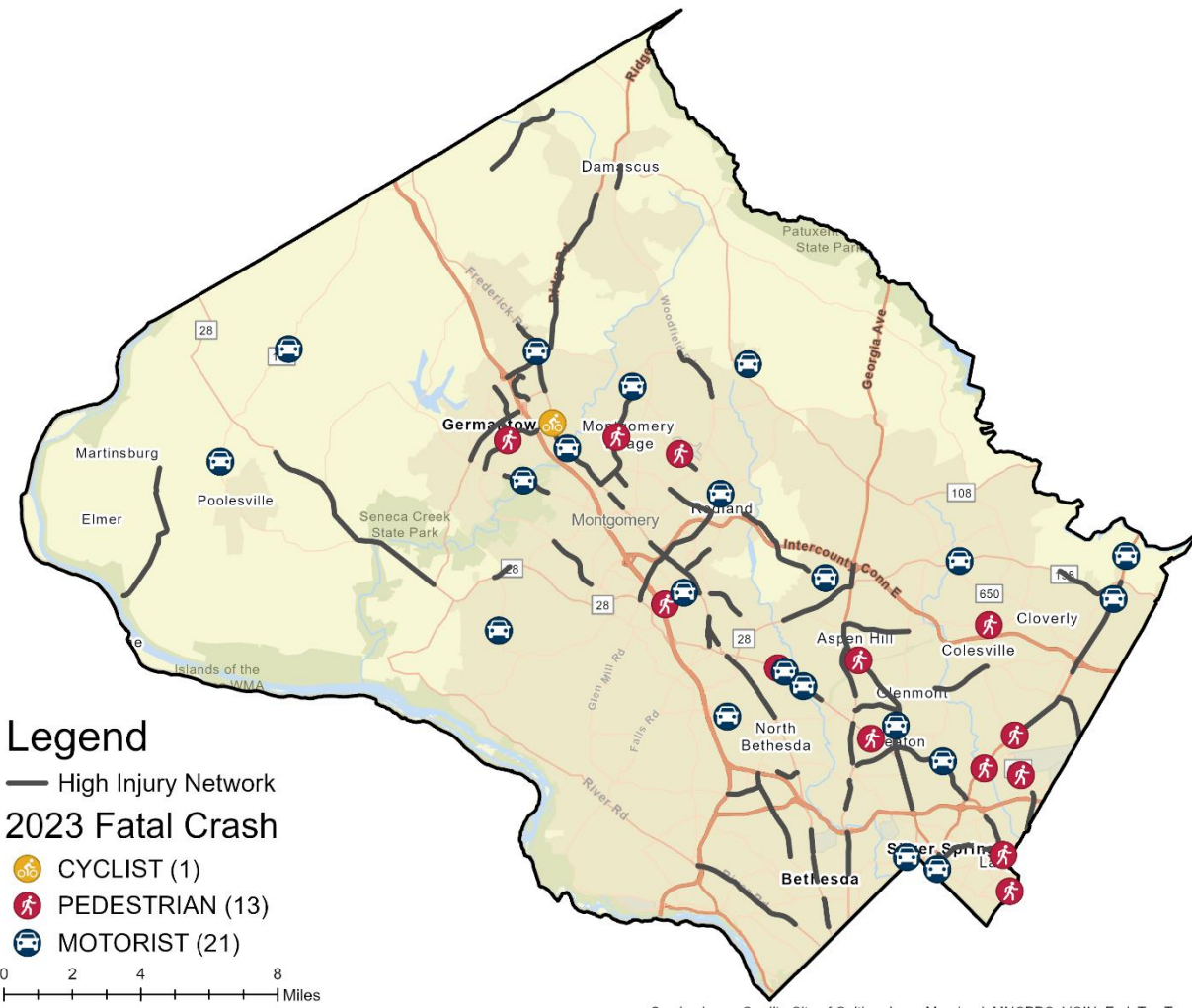


Figure 7 - Comparison of Montgomery County's fatal crash rate per 100 thousand population to peer jurisdictions in the area, state, and nation.

# 2023 Fatal Crash Map

The map below displays the 35 fatal crashes during calendar year 2023 by roadway user against the high injury network (HIN)<sup>11</sup>. Twenty-three (66%) were on State roads, 10 (28%) on County roads, and 2 (6%) on municipal roads. Ten out of 35 fatal crashes (29%) occurred on HIN corridors, which was slightly below the 2015-2019 pattern of 41% of serious and fatal crashes occurring on the HIN.



**Figure 8 - Map of Montgomery County showing fatal crashes occurring in 2023 and high injury network. Map excludes fatal crashes on the interstates, Intercounty Connector (MD 200), and federal roads.**

<sup>11</sup> The high injury network identifies roadway corridors in the county with the highest rates of serious and fatal crashes. These corridors are 3% of the County’s non-interstate road miles and 41% of serious and fatal crashes.

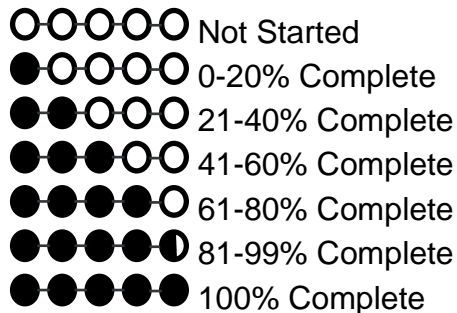
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# FY24 Work Plan by Action Item

This section of the FY24 annual report provides implementation details for the plan’s 45 action items and 127 annual tasks. The action items are organized by the three plan pillars: Complete Streets, Multimodal Future, and Culture of Safety.

All action items are displayed in the same format, but some have more details depending on the number of tasks underway. Each action item has the following information:

- **Section abbreviation letter – Action item number: Action item short name:** Action item description that details the ongoing work throughout the 2030 Action Plan’s lifetime to fully implement the action item.
- **Lead:** Department(s) that were directly involved and providing resources to implement this action item in FY24.
- **Contributor:** Department(s) that had a minor or supporting role in FY24.
- **FY24 Completion:** The percentage of the FY24 Work Plan completed, weighted by the resource intensiveness of each task.



- **Work completed:** Narrative and photos showing the work completed under the action item during FY24. Hyperlinks, designated in blue underlined text, are provided for additional project details.

## Complete Streets Action Items

Action	Completion	Priority Action	On Page #
S-1: High Injury Network Projects		Yes	21
S-2: Intersection Redesign		No	24
S-3: Frequent, Protected Crossings		Yes	25
S-4: Signal Timing and Phasing		Yes	26
S-5: Corridor Access Management		No	27
S-6: Roadway Departure		No	27
S-7: Separated, Low-Stress Bicycle Facilities		Yes	28
S-8: Safe Trail Crossings		No	31
S-9: Safe Routes to School Engineering Projects		No	32
S-10: Provide Safety Upgrades During Routine Maintenance		No	35
S-11: Improved Lighting		Yes	35
S-12: Sidewalk Repair and Clearance		No	36
S-13: Sidewalk Construction and Upgrades		Yes	36
S-14: High Visibility Equipment and Markings		No	37
S-15: Shared Streets		No	37
S-16: Data Informed Decisions		No	38
S-17: Equitable Project Intake and Selection		No	39
M-1: Examine Speed Limit on all Projects		Yes	40
M-2: Speed Management Policy		No	42
M-3: Enforcement of Speed Limits		No	42

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**S-1: High Injury Network Projects:** Implement safety countermeasures on identified high-risk road segments and intersections. The County must coordinate with the State for state-maintained portions of the network.

**FY24 Lead:** Transportation, State Highway Administration

**FY24 Contributor:** Transportation Planning Board/Council of Governments

**FY24 Completion:** ●●●●○

**FY24 Work Completed:**

High injury network (HIN) projects typically progress from study, design, then construction. During FY24, 10 HIN corridors across municipal, county, and state roads were being advanced.

**Study/Safety Audit:** In FY24, MCDOT completed two roadway safety audit studies on County roads and MDOT SHA finished two safety audits as part of their [Pedestrian Safety Action Plan](#).

- County HIN corridors
  - Ridge Road from Frederick Road to Crystal Rock Drive
  - Montgomery Village Avenue from Wightman Road to Midcounty Highway
- State HIN corridors
  - [New Hampshire Avenue](#) from Northampton Drive to Oaklawn Drive – State Highway Administration is utilizing the road safety audit [prepared by Montgomery and Prince George’s County](#) via support from the Transportation Planning Board as part of the [Pedestrian Safety Action Plan](#) corridor improvement program. The study was presented and SHA gathered feedback on the study in September 2024. Project design will continue in to winter 2025.
  - Midcounty Highway from Woodfield Road to Frederick Avenue – The State Highway Administration completed a safety audit as part of its Pedestrian Safety Action Plan.

***Design:*** Three County roads on the high injury network were under or completed design in FY24 with two additional projects on-going related to bus rapid transit projects listed under action item T-1.

- Bel Pre Road from Layhill Road to Georgia Avenue reached 35% (preliminary) design with support from the [Regional Roadway Safety Program](#). MCDOT will continue to advance design in FY25.
- Montgomery Village Avenue from Wightman Road to Midcounty Highway short-term design completed to be implemented with planned repaving project.
- Crystal Rock Drive from Father Hurley Boulevard to Germantown Road design of short-term projects completed in FY24 with implementation in FY25.



- Randolph Road from Connecticut Avenue to Georgia Avenue short-term design completed and will advance medium- and long-term design in FY25 with support from the [Regional Roadway Safety Program](#).
- [Veirs Mill Road Bicycle Pedestrian Priority Area Improvements](#), along with the bus rapid transit project, are in final design, which will be completed in early 2025.
- MD 355 (Rockville Pike/Frederick Road) bus rapid transit has design on-going through 2025.

**Construction:** One HIN corridor was under construction in FY24 with 2 legacy corridors from the 2018-19 Action Plan advanced to construction. Three HIN corridors initially scheduled for installation of short-term items were delayed into FY25 due to resource availability, delays in completing design, or to co-implement with another project.

- Short-term item construction along Crystal Rock Drive, Montgomery Village Avenue, and Randolph Road were delayed into FY25.
- The City of Rockville completed construction [on a road diet and bikeway project along North Washington Street](#) during summer 2023. This road was the only municipal road identified as a HIN corridor in the County’s Vision Zero 2030 Action Plan.
- Crabbs Branch Way from Shady Grove Road to Indianola Drive - a HIN corridor from the 2018-19 Vision Zero Action Plan had medium-term improvements implemented in spring 2024. Improvements included two pedestrian hybrid beacons and building a raised median to extend the existing pedestrian refuge islands.
- Sam Eig Highway from the end of I-370 to Diamondback Drive – a HIN corridor from the 2018-19 Vision Zero Action Plan hardened the right turn lane from Sam Eig Highway to Diamondback Drive to reduce turning speeds and improve visibility for people crossing in the crosswalk.



**Figure 9 - City of Rockville installing protected bike lane along North Washington Street summer 2023.**



**Figure 10 – Narrowed right turn lane to reduce right turn speed from Sam Eig Hwy to Diamondback Dr.**





**Figure 11 – New pedestrian hybrid beacon and extended median installed along Crabbs Branch Way. The corridor was an existing Safe Speed corridor to address vehicle speeds.**

The table below provides the current status for the top 10 County HIN corridors. After FY25, all ten will have the roadway safety audit completed, short term design and construction on 8, and long term design started on seven corridors.

HIN Corridor	Road Safety Audit	Design Short Term	Construction Short Term	Design Long Term	Construction Long Term
<b>East Gude Dr</b> from Crabbs Branch Way to Southlawn Ln	Begin FY25				
<b>Snuffer School Rd</b> from Cherry Laurel Ln to Woodfield Rd	FY22	FY23	FY23		
<b>Lost Knife Rd</b> from Montgomery Village Ave to Odenhal Ave	FY23	FY23	FY23	<i>To be advanced by development</i>	<i>To be advanced by development</i>
<b>Shady Grove Rd</b> from Frederick Rd to Midcounty Hwy	FY21	FY21	FY22	Began FY23	
<b>Randolph Rd</b> from Connecticut Ave to Georgia Ave	FY23	FY24	Begin FY25	Begin FY25	
<b>Middlebrook Rd</b> from Germantown Rd to I-270	FY17	FY21	FY21	Began FY23	

HIN Corridor	Road Safety Audit	Design Short Term	Construction Short Term	Design Long Term	Construction Long Term
<b>Randolph Rd</b> from Kemp Mill Rd to New Hampshire Ave	Begin FY25				
<b>Crystal Rock Dr</b> from Father Hurley Blvd to Germantown Rd	FY23	Began FY24	Begin FY25	FY25	Begin FY26
<b>Bel Pre Rd</b> from Georgia Ave to Layhill Rd	FY16/ FY22	FY22	FY22	FY24 / FY25	FY26
<b>Montgomery Village Ave</b> from Snouffer School Rd to Midcounty Hwy	FY24	FY24	FY25	FY25	FY25*

\*Does not include construction of shared use path on south side.

**S-2: Intersection Redesign:** Shorten crossing distances for pedestrians and cyclists and slow down the turning speed of vehicles through intersection modifications. Utilize quick build materials where appropriate.

**FY24 Lead:** Transportation, State Highway Administration

**FY24 Contributor:** N/A

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

- Democracy Boulevard and Fernwood Road – As part of the [traffic signal reconstruction project](#), MCDOT removed the free-right turns in the northbound, southbound, and eastbound directions.
- Georgia Avenue (MD97) and Blueridge Avenue. Safety improvements include reconstructing the signal and markings for designated bike lanes and crosswalks.
- Sam Eig Highway and Diamondback Dr (related to HIN work under S-1): hardened the right turn lane from Sam Eig Highway to Diamondback Drive to reduce turning speeds and improve visibility for people crossing in the crosswalk.
- Completed 6 quick build projects related to Safe Routes to Schools walkability audits listed under S-9 below.
- Old Georgetown Road and Rockville Pike removing hot right turn lanes – MCDOT received approval from WSSC and Access Permit from SHA. The project is scheduled to be advertised for bids in October 2024 followed by starting construction in spring 2025.

- 
- Advancing design to remove the island and reconfigure the northeast corner of the Grandview Ave & Ennalls Ave intersection in Wheaton. Survey data collection underway in August 2024.
  - Fenton Street and Philadelphia Ave (related to Fenton Street bikeway project under S-7): Final design completed and will be constructed with the rest of the bikeway project.
  - Completed design phase for the [Bradley/Wilson intersection project](#), working to obtain construction easements from nearby residents and assign for construction. This project will enter into the construction phase in FY25.
- 

**S-3: Protected Crossings:** Provide additional protected crossing locations by installing new traffic signals and beacons, with priority installations in high crash risk areas with infrequent crossing opportunities.

**FY24 Lead:** Transportation, State Highway Administration

**FY24 Contributor:** N/A

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

Since the Vision Zero initiative started in fall 2017, MCDOT and SHA have installed 58 new traffic signals and pedestrian hybrid beacons with more than 30 additional scheduled for future years. The County and State continue to install pedestrian flashing beacons and rapid rectangular flashing beacons, which provide an amber warning light, at lower volume and lower speed roads across as shown in Figure 12 on the next page.

During FY24, the following were installed:

- 4 pedestrian hybrid beacons
  - Father Hurley Blvd and Beaconfield Terrace.
  - Crabbs Branch Way and Shady Grove Apartments.
  - Crabbs Branch Way and Indian Hills and Indianola Drive.
  - Grubb Road and Spencer Road.
- 4 traffic signals
  - Briggs Chaney Road and Robey Road.
  - Great Seneca Highway and Blackwell Road.
  - Great Seneca Highway and Medical Center Drive.
  - Josiah Henson Parkway and Stonehenge Place/North Park.

2 traffic signals under construction as of the end of FY24:

- Father Hurley Blvd and Dawson Farm Road.
- Crystal Rock Drive and Cloverleaf and Waters Landing.

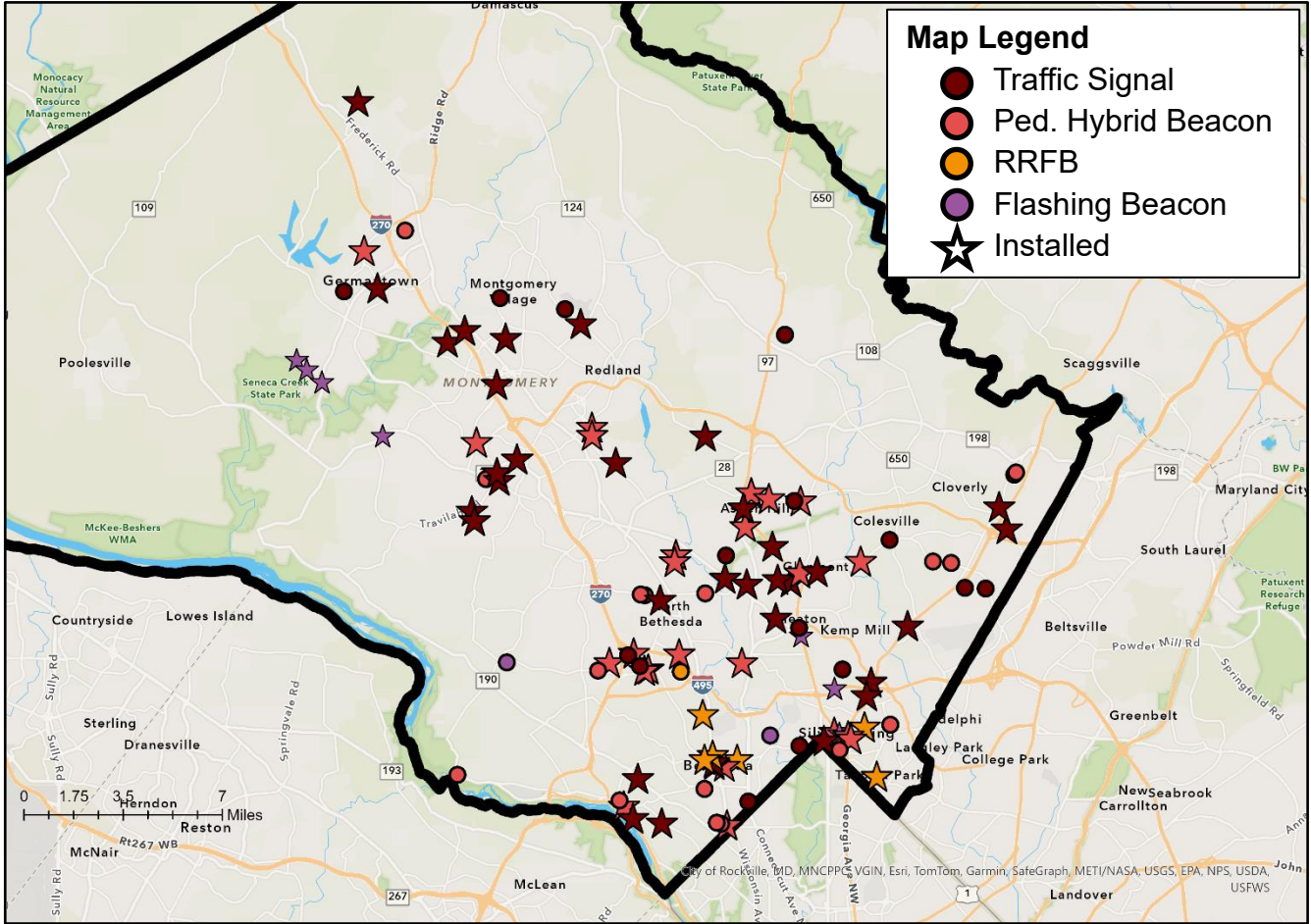


Figure 12 - Map of installed and scheduled traffic signals and beacons.

**S-4: Signal Timing and Phasing:** Where appropriate, modify signal phasing and timing to provide protection for all road users.

**FY24 Lead:** Transportation, State Highway Administration

**FY24 Contributor:** N/A

**FY24 Completion:** ●●●●○

**FY24 Work Completed:**

The Safe Streets Act of 2023 was passed by the County Council on 9/19 and signed by the County Executive on 9/27. The County Executive sent and the County Council approved a budget supplemental to enact the provisions of the bill including expansion of no turn on red and leading pedestrian intervals at approximately 200 intersections.

MCDOT completed 31 intersections, including the installation of No Turn on Red (NTOR) signs and the modification of traffic signal timing associated with leading pedestrian intervals (LPI) to enable safer crossing by pedestrians and bicyclists.



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New traffic signal timing/phasing was studied as part of the Randolph Road (Connecticut Ave to Georgia Ave) and Crystal Rock Drive HIN roadway safety audits. Changes were made as part of the Crystal Rock Drive/Century Boulevard traffic signal project.

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**S-5: Corridor Access Management:** Assess and remediate safety concerns created by uncontrolled turning movements to and from arterial and collector roads to neighborhoods and driveways with direct access with a specific focus on left turn safety issues.

**FY24 Lead:** Transportation, State Highway Administration

**FY24 Contributor:** N/A

**FY24 Completion:** ●●●●○

**FY24 Work Completed:**

- Corridor access advanced through implementing exclusive left turns as mentioned in S-4 above.
  - Safe Routes to School related restrictions implemented at Democracy Lane and Bells Mill Road, Bauer Drive and Burnside Drive, Bauer Drive and the entrance to Stedwick Elementary, and along Luzerne Avenue at Woodlin Elementary School.
  - MCDOT continues to explore grant funding for additional traffic signal and beacon construction for signalized and planned signalized intersections with identified left-turn conflicts. It should be noted that several intersections with identified left-turn conflicts have already been enhanced using existing level-of-effort funds.
  - No changes to County code made in FY24 related to the [2022 Access Management Study](#), but many concepts are built into the Complete Streets Design Guide.
- 

**S-6: Roadway Departure:** Improve roadways where run off the road crashes are prevalent, at curves and along country roads, utilizing repaving and safety programs. Prevent run-off-the-road events using higher friction road surface materials and guardrails, reduce serious collisions by removing fixed objects and using breakaway poles.

**FY24 Lead:** Transportation, State Highway Administration

**FY24 Contributor:** Maryland Highway Safety Office

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

MCDOT submitted proposal to SHA for Highway Safety Improvement Program (HSIP) grant to further advance the systematic roadway departure implementation project. The County expects to hear about a possible grant award in fall 2024.

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Design for dynamic curve warning system (LED chevron signs) on E Randolph Road between Burlington Road and Laurie Drive completed and construction planned for late summer 2024.

The [speed limit along Airpark Road](#) between Woodfield Road and Muncaster Mill Road by 5 MPH to lower speeds heading to the curve in the roadway.



*Figure 13 - Contractors demonstrate application process for high friction surface treatment at SHA service yard.*

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**S-7: Separated, Low-Stress Bicycle Facilities:** Build bikeways identified within the Tier 1 network of the Bicycle Master Plan. Prioritization of any bike facility projects must also prioritize upgrading known high crash risk roads. Tier 2 and 3 should be considered when opportunities arise such as redevelopment, repaving, or would increase safety on a high crash risk road.

**FY24 Lead:** Transportation, Parks, State Highway Administration

**FY24 Contributor:** Planning

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

During FY24, MCDOT and SHA had 5 projects completed or under construction, 3 had completed design and were ready for construction, and 21 projects were under design. Further details on all bikeway projects can be found on [MCDOT's Bikeways page](#).

- Bikeway projects completed or under construction as of June 30, 2024

- 
- [Capital Crescent Trail along the Purple Line](#) construction is 47% complete and currently scheduled to open in spring 2026 ahead of Purple Line opening in winter 2027.
  - [Good Hope Road shared use path](#) construction is ongoing with construction expected to conclude in spring 2025.
  - [Metropolitan Branch Trail Phase 2A](#) construction started spring 2024.
  - [Montgomery Avenue Phase I and IIA](#) construction complete.
  - [Upton Drive Neighborhood Greenway](#) constructed spring 2024.
  
  - Bikeway projects awaiting start of construction
    - Marinelli Road Separated Bike Lanes construction to begin once purchase order has been approved. Expect construction to fall 2024 or spring 2025.
    - [MD355 Grosvenor shared use path](#) has received all necessary permits. Construction to start late fall 2024 when WMATA has finished the track work blocking the northbound right lane of MD 355.
    - [MD355 Clarksburg Shared Use Path](#) – MCDOT staff have successfully negotiated acquisitions for 19 of 28 properties required for the project. The County Council has been requested to authorize, in accordance with §49-50 of the Montgomery County Code (Optional Method of Condemnation of Land for Streets and Roads), the condemnation of a portion of nine private properties necessary to construct the project. In July, the County Council’s Transportation and Environment Committee will review proposals to approve land taking for this project to proceed.
  
  - Bikeway projects in design
    - [Amherst Avenue Bikeway](#) 100% design milestone is anticipated by the fall of 2024, awaiting permits to complete construction package.
    - [Bowie Mill Road Bikeway](#) design started in FY23 and reached 70% in FY24. Design expected to be completed in FY25. Land acquisition will be completed in FY27 and utility relocation and construction will be completed in FY29 assuming additional State Aid is available.
    - [Bradley Boulevard \(MD 191\)](#) coordination underway with State Highway Administration, utility companies, and Permitting Services. Currently at 70% design milestone. Development and coordination of stormwater management plans are ongoing.
    - Burlington Ave/13th St Cycletrack 15% design completed. Project is now nearing 30% design with design expected to be completed Q2 FY25.
    - [Carroll Avenue Separated Bike Lanes](#) is currently at 30% design. As of the end of June 2024, SHA has approved the stormwater concept and MCDOT is waiting on a mandatory referral date to present to the Planning Board.
    - Cheltenham/Norfolk/Tillbury bikeway design has started and reached 20%.



- [Cherry Hill Road Bikeway](#). A traffic study report and three concept plans were completed and the [public presentation](#) and comment period was held in March 2024. MCDOT will advance [concept #3](#).
- [Dale Drive Shared Use Path and Safety Improvements](#). Ongoing coordination with WSSC on water and sewer main relocation design. 100% design completion anticipated by the end of 2024.
- [East Silver Spring Greenway](#) mandatory referral scheduled for 9/12/24. Following this, project will continue into final design (currently at 30% design). Anticipate completing final design Q4 FY25.
- [Fenton Street cycletrack](#) plans are at 100% with some revisions being undertaken as of August 2024 to reduce utility impacts. Expect to finalize revised 100% design in fall 2024. Project expected to go to construction in summer 2025.
- [Flower Avenue Separated Bike Lanes](#) (also related to action item T-1). Three concept plans were presented to the community in May 2023. Comments were received by the public as well as internal teams. Comments were incorporated and a design alternate was selected in August 2023. 35% Design plans are completed and a [community meeting was held in February 7, 2024](#). The County [submitted plans to Montgomery Planning under Mandatory Referral](#) with a hearing at the Planning Board on June 20, 2024.
- [Heritage Triangle Trail – Phase I, Dr. Bird/Norwood Road from MD 108 to Layhill Road](#) reached 60% design in fall 2023 with the next public feedback period scheduled for fall 2024.
- [MacArthur Boulevard from I-495 to DC](#) is at 95% design with ongoing coordination with utility companies and environmental permitting agencies.
- [McComas Ave Neighborhood Greenway](#) in final design phase and anticipate completing by the end of 2024. Additional coordination with Stephen Knolls School (MCPS) is needed. Construction anticipated to begin in early 2025, weather permitting.
- [Montgomery Ln/Ave Cycletrack Phase 2C](#) design is in final design phase. The final design faced some delay in summer 2024 due to the need for additional survey work.
- [Norwood Road Shared Use Path](#) at 35% design. MCDOT submitted for storm water management plan approval to Department of Permitting Services. Upon DPS approval, the Mandatory Referral package will be submitted to Montgomery Planning for review. Having an approved stormwater management plan is a requirement for the mandatory referral.
- [Piney Branch Road Separated Bike Facilities](#) is currently at the initial concept stage. A hybrid (virtual and in-person) public information meeting was held on February 7, 2024 to present multiple concepts under consideration.
- Sandy Spring Bikeway. MCDOT coordinating with SHA.

- 
- [Tuckerman Lane sidewalk/bikeway project](#) reached 35% design in spring 2022 with mandatory referral hearing scheduled for May 2023. The project has been funded for final design and construction starting in FY27.
  - [Veirs Mill Road Bicycle & Pedestrian Improvements](#) are going towards final design and will be completed in 2024.
  - [Woodmont Phase II](#) (Wisconsin Ave to Miller Ave & Montgomery Ln to Norfolk Ave) at approximately 75% design.
- 

**S-8: Safe Trail Crossings:** Systematically upgrade the 156 trail crossings for safety improvements and develop safe trail connections to neighborhoods. Create standalone CIP projects for larger improvements such as major signal improvements or bridges.

**FY24 Lead:** Parks

**FY24 Contributor:** Transportation

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

- Montgomery Parks received unanimous County Council approval of a permanent two-lane configuration along Little Falls Parkway in January 2024. The Council approved site plan builds upon the interim two-lane road diet at the Capital Crescent Trail crossing, implemented in 2017, which has proven extremely successful in reducing crashes and increasing safety. Parks is currently working with the National Capital Planning Commission (NCPC) for review and project approval per the Capper-Cramton Act. The project will also include enhanced, safer bicycle and pedestrian connectivity along Little Falls Parkway and the Capital Crescent Trail. The project's Environmental Assessment (EA) was published in June and final NCPC action is expected in fall 2024.
- Parks received a Safe Streets and Roads for All (SS4A) federal grant to improve trail connectivity and safety along the Sligo Creek Trail, Matthew Henson Trail, and around Wheaton Regional Park. Parks developed concept projects at over (24) different locations throughout the three indicated regions. The first public community meeting was held in early May which was well attended and received great feedback from area residents. Parks is moving ahead with field survey and design of high priority FY25 projects along the Matthew Henson Trail, Sligo Creek, and Wheaton Regional Park. The first batch of projects will include improvements at the Matthew Henson Trail crossing of Georgia Avenue (MD 97) at Hewitt Ave, a new crossing with a pedestrian hybrid beacon (PHB) at Georgia Avenue (MD 97) and Evans Parkway, and traffic calming with safer, enhanced bike and pedestrian connections to Wheaton Regional Park's main entrance along Orebaugh Avenue.
- Parks has continued design of safety improvements at various Park hard surface and natural surface trails throughout the County. Parks is working with its unit price

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contractor to continue to build previously designed improvements and reduce the backlog of construction work.

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**S-9: Safe Routes to School Engineering Projects:** Evaluate the infrastructure safety needs and construct improvements near MCPS schools to improve access and encourage students to walk to school (sidewalks, protected crossings, crossing guards, appropriate speed limits, etc.).

**FY24 Lead:** Transportation, State Highway Admin., Public Schools, Police

**FY24 Contributor:** Planning

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

During FY24, [walkability audits](#) were conducted at 17 schools. MCDOT has completed walkability audits at 66 public schools as of the end of FY24. This represents 83% of MCPS schools with a designated walk shed and not within a municipality.

- Elementary Schools
  - Georgian Forest
  - Glen Haven
  - Sargent Shriver
  - Viers Mill
  - Harmony Hills
  - Wheaton Woods
  - Washington Grove
  - Rosemont
  - Brookhaven
  - Rock View
  - Oakland Terrace
- Middle Schools
  - Sligo
  - A. Mario Loiderman
  - Shady Grove
  - Newport Mill
- High School
  - Wheaton
  - Albert Einstein

Short and medium-term improvements, based on past walkability audits, were completed at the following 8 schools:

In summer 2024, the SRTS program added safe crossing infrastructure, such as crosswalks, median refuge islands, and curb ramps, at Sally K. Ride, Judith Resnik, Captain James E.

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Daily, Pinecrest Elementary School, Herbert Hoover Middle School, Earl B. Wood Middle School, and Francis S. Key Middle School. A circular flashing beacon and crosswalk at Montgomery St. and Brookville Road was added to provide safe crossing space for students and parents walking to Woodlin Elementary School.

Spot improvements at 5 schools:

- Montgomery Blair High School – Lexington and Pierce.
- Earl B Wood Middle School – Bauer Drive and Burnside Drive.
- Sligo Creek Elementary School – Schuyler Road at Greenwich Lane.
- Roscoe Nix Elementary School - Hedin Drive at Corliss St. intersection improvements.
- Herbert Hoover Middle School – Tuckerman Lane (from Duryea Drive to Postoak Drive) pedestrian safety improvements.

Sidewalk construction at 4 schools:

- Forest Knolls Elementary - Marvin Road from Ordway Drive to Edgewood Avenue and Ladson Road from Edgewood Avenue to Ordway Drive.
- Roscoe Nix Elementary - Oakview Drive between New Hampshire Avenue (MD 650) and Dilston Road.
- Joann Leleck Elementary - construction pending for sidewalk along Stateside Drive between Avenel Road and Stateside Court.
- Spot fills for Montgomery Blair High School at Lexington Drive and Pierce Drive and Hoover Middle along Tuckerman Lane.

Speed limit changes near schools:

Speed limits are evaluated as part of on-going Safe Routes to School walkability audits and reduced speed limit from 25 mph to 20mph on these roadways within the Highland View Elementary School Walkshed:

- Ocala Street
- Saybrook Avenue
- E. Melbourne Avenue
- Bradford Road
- Wire Avenue





**Figure 14 – Completed sidewalk along Oakview Drive.**



**Figure 17 - New pedestrian refuge island at Wood Middle School.**



**Figure 15 – New ramps and high visibility crosswalks in the Dr. Sally K. Ride Elementary walk shed.**



**Figure 18 - All way stop, new ramps, and crosswalks at Cherry Tree Lane and Hillmoor Drive in Blair High and Pine Crest Elementary walk sheds.**



**Figure 16 - New crosswalk and all way stop installed in Roscoe Nix Elementary walk shed.**



**Figure 19 - New pedestrian beacon, ramps, and crosswalks in the Woodlin Elementary walk shed.**

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**S-10: Provide Safety Upgrades During Routine Maintenance:** Utilize repaving, tree pruning, and other maintenance schedules to provide lane widths, pedestrian and bicycle infrastructure, and other safety countermeasures as described in the CSDG that will bring the design speed closer to the speed limit and clear sightlines and walking paths from overgrowth.

**FY24 Lead:** Transportation

**FY24 Contributor:** Utility Companies

**FY24 Completion:** ●●○○○○

**FY24 Work Completed:**

For fiscal year 2024, major collaboration this year between MCDOT divisions to advance high injury network recommendations with the planned repaving of Montgomery Village Avenue and developing a grant proposal for improving roadway friction in areas with high run-off-the-road crashes.

SHA undertook [a crosswalk initiative](#) in FY24, with 407 upgrades made across Maryland and 128 made in Montgomery County.

Coordination with WSSC for paving is on-going for the [Kensington Parkway shoulder improvement project](#).

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**S-11: Improved Lighting:** Improve nighttime illumination utilizing leading practices for illumination and lighting, regular identification, and replacement dark or dim streetlight luminaires, and installing lighting in areas with high crash risk and high pedestrian crossing locations.

**FY24 Lead:** Transportation, Utility Companies

**FY24 Contributor:** Transportation Planning Board/Council of Governments, Planning

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

**Service Requests:** As part of the County's messaging around Daylight Saving Time, the County posted on social media channels about how to report streetlight outages using the app and MC311. Additional posts were made throughout the year as part of a MCDOT campaign for creating service requests.

The County continues to work with PEPCO to ensure its public inventory of streetlights show correctly on their app.

**Lighting Projects:**

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- MCDOT/Streetlights worked to improve safe travel conditions for pedestrians and motorists alike. Forty (40) intersections within Bethesda's Central Business District have been upgraded to improve lighting conditions.
  - Design for US29 lighting project is complete.
  - Several projects in pipeline. Next project in the queue is Watkins Mill from the City of Gaithersburg limits to Stedwick Road to enter construction in FY25.
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**S-12: Sidewalk Repair and Clearance:** Ensure sidewalks are in good repair, free from obstructions, and meet or exceed the Americans with Disabilities Act (ADA) requirements. Continue to update sidewalk survey to proactively address trip and other hazards from uneven or blocked sidewalks.

**FY24 Lead:** Transportation

**FY24 Contributor:** State Highway Admin.

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

Through fiscal year 2024, the county has repaired or inspected 77,734 sidewalk grade differentials. MCDOT continues to inspect sidewalk and proactively address grade differentials.

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**S-13: Sidewalk Construction and Upgrades:** Construct and reconstruct sidewalks with proper clearance and street buffer zones as recommended in the Complete Streets Design Guide. Leverage temporary measures, such as walking lanes, on low traffic volume roads.

**FY24 Lead:** Transportation

**FY24 Contributor:** State Highway Admin.

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

**Oak Drive / MD27 Sidewalk:** Phase 1 has been designed and constructed. For phases 2 and 3 will have a public meeting in fall 2024 with final design expected to be reached in summer 2025. Construction scheduled to begin in the second half of 2026.

**Sidewalk Minor Projects:** The sidewalk program installed 35,162 linear feet (6.7 miles) of new sidewalk in FY24.

See action S-7 above for shared use path projects being designed and built to support walking and biking.





**Figure 20 – Completed sidewalk extension project along the south side of Sweepstakes Road in Damascus.**



**Figure 21 – New ramps being built at Good Hope Road and Briggs Chaney Road.**

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**S-14: High Visibility Equipment and Markings:** Continue using regular maintenance to upgrade traffic signals to have retroreflective borders and refresh/install new crosswalks with continental striping.

**FY24 Lead:** Transportation, State Highway Admin.

**FY24 Contributor:** N/A

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

**Crosswalk refreshes and installation:** During FY24, 644 crosswalks were refreshed through MCDOT’s maintenance program, with more refreshed or added through other construction or maintenance projects. SHA undertook [a crosswalk initiative](#) in FY24, with 407 upgrades made across Maryland and 128 made in Montgomery County.

**Retroreflective borders (signal head backplates):** Installed at 7 locations in FY24.

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**S-15: Shared Streets:** Develop a permanent version of the Shared Streets program created in 2020 to rethink how public right-of-way is used that can prioritize non-motorist travel and provide benefits to businesses and residents.

**FY24 Lead:** Transportation, Parks, Urban Districts

**FY24 Contributor:** Planning

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

**Facility Planning for Norfolk Ave and Newell St Shared Streets:** Facility planning complete for Norfolk Ave with Newell Street expected to be completed in fall 2025.

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**Shared Streets Guidance:** MCDOT and M-NCPPC coordinated the development of Shared Streets design guidelines.

**Streateries:**

- Wheaton: Price Ave streaterie in operation with Mid-County Regional Service Center holding community meetings to determine how the streaterie can better handle pedestrian and bicycle traffic.
- Bethesda: Norfolk Ave streaterie – Planning study completed. Woodmont Ave streaterie - Concept plan provided FRIT by MCDOT. FRIT is responsible for final design and construction. MCDOT will assist with final plan review.
- Downtown Silver Spring: Ellsworth Drive closed to thru traffic with the Ellsworth Drive owner providing tables and chairs for the street.

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**S-16: Data Informed Decisions:** Utilize and combine data sources regarding crashes, infrastructure, land use, traffic volume, etc. to identify high crash risk areas and potential countermeasures. Infuse data in the budget and decision-making process to improve safety and equitable outcomes.

**FY24 Lead:** Police, Planning, Transportation, Office of Management and Budget

**FY24 Contributor:** Vision Zero Coordinator, Maryland Highway Safety Office, Maryland State Police

**FY24 Completion:** ●●●●○

**FY24 Work Completed:**

**Fatal Crash Data Dashboard:** Maryland State Police and the Maryland Highway Safety Office launched a fatal crash data dashboard in April 2023 for the entire state. The new dashboard is linked to on the [Vision Zero data page](#).

**Publish automated traffic citation data:** [Speed](#) and [red light](#) violation data are now published and updated quarterly on the County Government's open data website dataMontgomery. The school bus violation data are [updated annually and published](#) on the Vision Zero website.

**Pedestrian Safety Impact Statement Update:** Staff from the County Executive's Office, Office of Management and Budget, Department of General Services, and Department of Transportation reviewed and updated the existing Pedestrian Safety Impact Form to reflect changes to Vision Zero and newly approved master plans. Because the FY26 CIP cycle is an off-year cycle with no new projects expected to be added, the updated impact statement will be rolled into the FY27-32 CIP budget development.

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**Coordination with Maryland State Police on crash database improvements:** Maryland State Police implemented a new version of the Automated Crash Reporting System in January 2024 with implementation of new features for officers and updated data fields. The new system has created issues internally as MSP elected to eliminate many data fields that had been in the old ACRS format. MCPD developed a new "bridge" between MSP and DataMontgomery to enable ACRS data to be shared with county databases and open data website. MCPD continues to work with MSP and MHSO regarding on-going issues with the system update and ways to address the missing main road name in the database.

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**S-17: Equitable Project Intake and Selection:** Regularly review program intake processes to ensure resources are being used equitably, meeting community needs, and working towards Vision Zero.

**FY24 Lead:** Transportation, Management and Budget, Vision Zero Coordinator, Police

**FY24 Contributor:** Planning

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

**Review Distribution of Community Requests:** As of the close of FY24, a draft report was shared with internal stakeholders and will be published on the Vision Zero website once finalized.

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**M-1: Examine Speed Limit on Transportation Projects:** Use ongoing safety and maintenance projects as an opportunity to review potential modifications to roadway design, through geometric or lane width changes, to bring the design speed in line with the desired target and posted speed limit.

**FY24 Lead:** Transportation, State Highway Admin.

**FY24 Contributor:** N/A

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

Speed limit reductions implemented this fiscal year:

- from [50 to 45 MPH on Airpark Road](#) from Woodfield Road to Muncaster Mill Road,
- from 35 to 30 MPH on Baltimore Road from Norbeck Road to the City of Rockville line,
- from 30 to 25 MPH on Forest Glen Road from Georgia Ave to Sutherland,
- from 40 to 35 MPH along Sundown Road from Laytonsville Town limits to Howard Chapel Road.
- from 35 to 30 MPH along Gracefield Road from Calverton Blvd to Cherry Hill Road
- from 40 to 35 MPH along Zion Road from Brookville Road to Riggs Road.
- from 25 to 20 MPH on neighborhood streets Highland View Elementary School.

Maps showing speed limit changes made by the County Government can be found at [MCDOT's interactive map](#). Changes made by the State Highway Administration can be found at [SHA's project map](#).

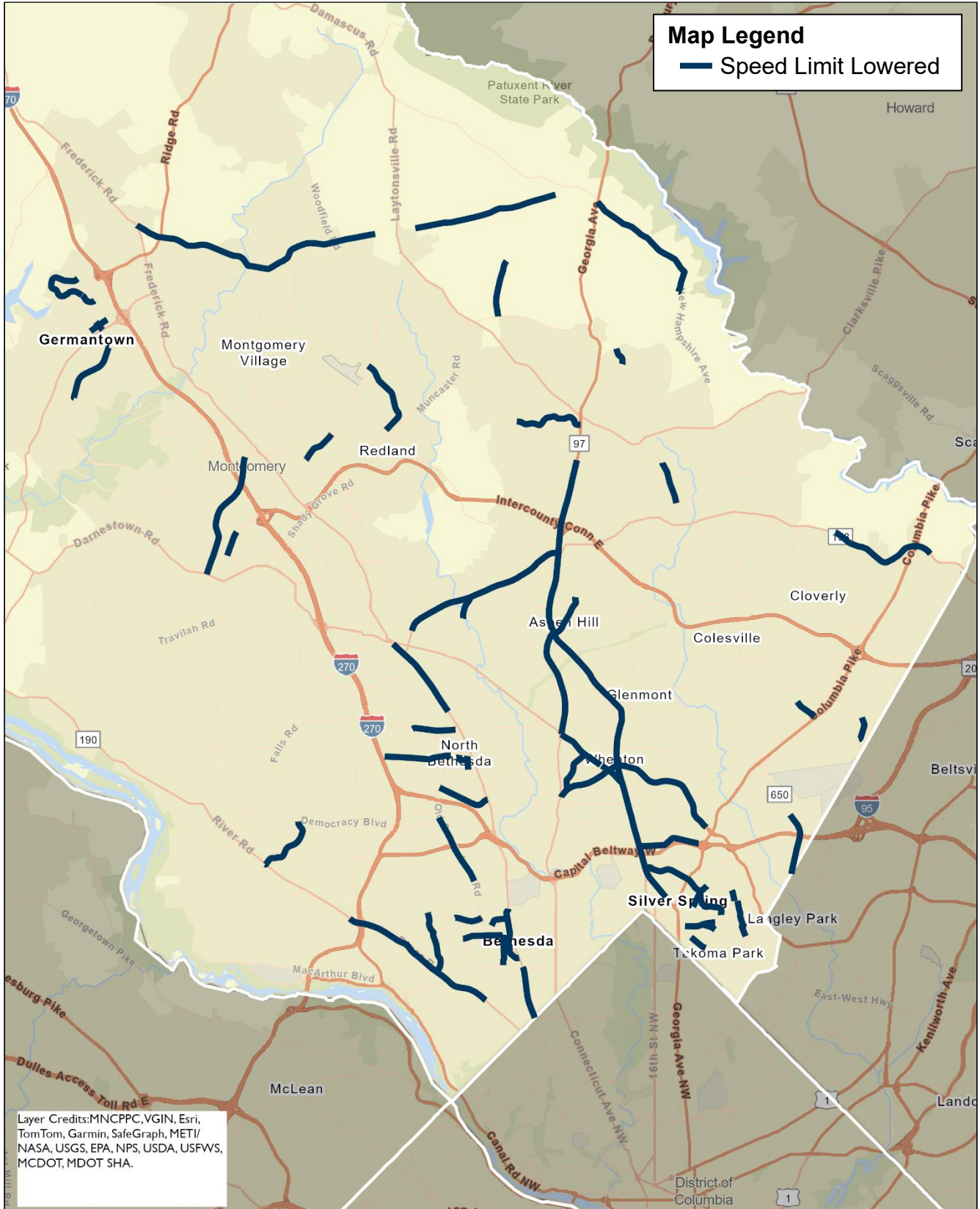


Figure 22 - Roadways with speed limit lowered in past four years. Map does not include neighborhood 20 MPH zones.



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**M-2: Speed Management Policy:** Utilize leading, evidence-based practices for setting context sensitive speed limits that align with Vision Zero and the safe system approach.

**FY24 Lead:** Transportation, Planning

**FY24 Contributor:** N/A

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

The County monitored bills filed during the 2024 Maryland General Assembly that would preserve and expand the County Government's authority to set context sensitive speed limits. Bills [HB 612](#) and [HB 278](#) that would have allowed the County and State to lower speed limits without a traffic study did not pass this year.

Montgomery Planning started the update process for the [Master Plan of Highways and Transitways](#) to include the new Complete Streets designations and target speeds.

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**M-3: Enforcement of Speed Limits:** Utilize hybrid (automated and officer initiated) approach for keeping drivers of motor vehicles at or below the speed limit.

**FY24 Lead:** Police

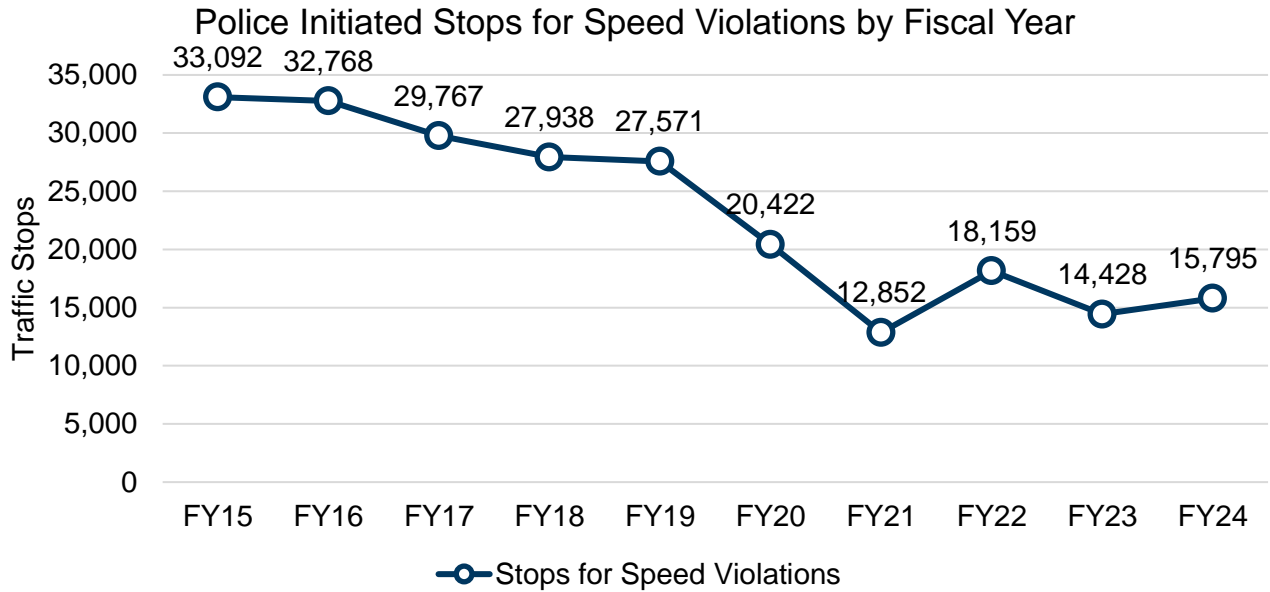
**FY24 Contributor:** Transportation

**FY24 Completion:** ●●●●●

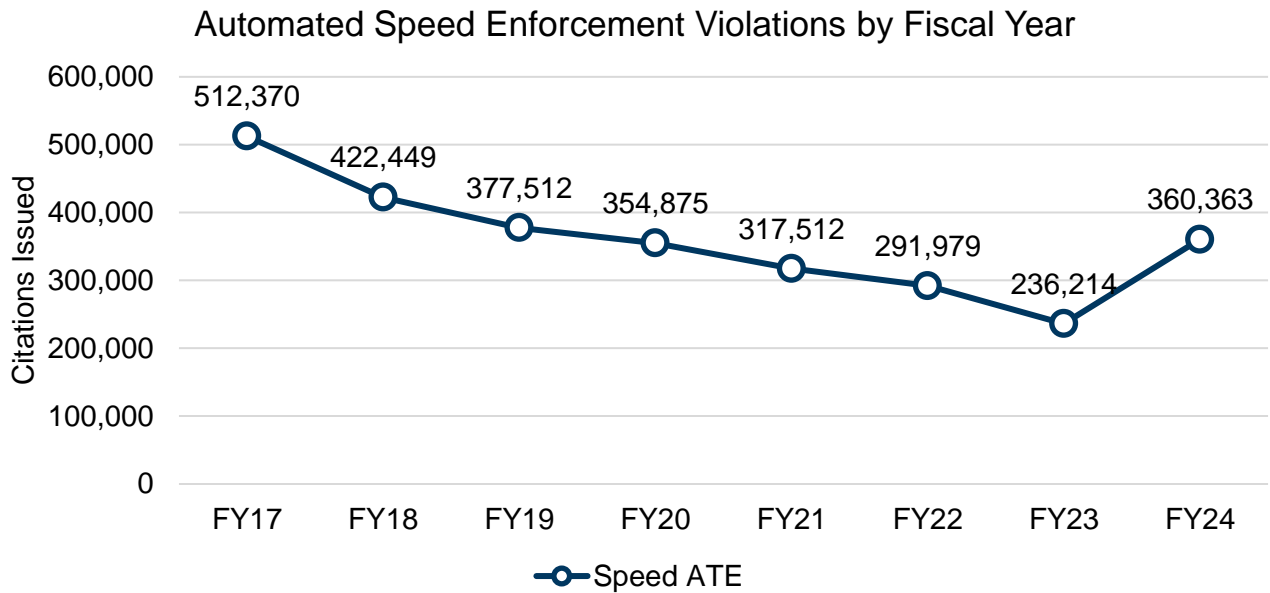
**FY24 Work Completed:**

Exceeding the posted speed limit remained the top traffic violation issued by Montgomery County Police in FY24. In FY24, MCPD's Central Traffic Unit (CTU) conducted 6,260 hours of dedicated high visibility enforcement, which includes speeding, during FY24.

All speed cameras planned for FY24 have been received from the vendor. Each year, the expansion is 10 speed and 5 red-light cameras. On August 1, MCPD published its updated list of [Safe Speed corridors](#) with 48 new blocks added. During FY24, 360,363 drivers were going at least 11 miles over the posted speed limit and given a citation through the Safe Speed program.
















**Figure 23 - Traffic stops by Montgomery County Police officers with at least one warning or citation for speeding. Note FY20 and FY21 had lower traffic volumes due to the COVID-19 pandemic and FY22-24 had fewer approved traffic officer positions.**



**Figure 24 - Citations from the Safe Speed automated speed enforcement program by fiscal year. Speed camera violations increased in FY24 as the camera fleet expanded and more locations were approved for using speed cameras. Citations shown here include paid, unpaid, and partially paid citations.**

## Multimodal Future Action Items

Action	Completion	Priority Action	On Page #
<b>T-1: Pedestrian and Bicycle Infrastructure Improvements Along New Transportation Projects</b>		Yes	45
<b>T-2: Transit Stop Safety</b>		Yes	47
<b>T-3: School Bus Stop Safety</b>		No	48
<b>T-4: Eliminate Sidewalk Obstructions</b>		No	48
<b>T-5: Maintenance of Travel (MOT) during Sidewalk and Road Closures</b>		No	48
<b>T-6: Bike and Micromobility Parking</b>		No	49
<b>T-7: Curbside Management</b>		No	50
<b>T-8: Snow Removal from Bike Facilities, Sidewalks, and Transit Stops</b>		No	50
<b>T-9: Parking Lot Design and Construction</b>		No	51
<b>T-10: Safety Audit of County Owned Parking Lots and Garages</b>		No	51
<b>C: Transportation and Land Use Planning</b>		No	52
<b>V-1: Safer County Vehicle Fleet</b>		No	53
<b>V-2: Prepare for Autonomous Vehicles</b>		No	53

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## **T-1: Pedestrian and Bicycle Infrastructure Improvements Along New Transportation**

**Projects:** Build pedestrian and bicycle infrastructure and wayfinding for Purple Line and future Bus Rapid Transit (BRT) routes to create complete streets on transit corridors.

**FY24 Lead:** Transportation, Planning

**FY24 Contributor:** State Highway Administration

**FY24 Completion:** ●●●●○

### **FY24 Work Completed:**

#### ***Bus Rapid Transit (BRT) Design***

- [Veirs Mill Road BRT](#) – The Montgomery County Department of Transportation completed preliminary engineering of the VMR Flash design in 2021. The project is now in final design, which will be completed in early 2025.
- [MD355 BRT](#) – Throughout 2023 and 2024, the project is within the project implementation phase. MCDOT is refining the design plans and defining construction, contractor, and business opportunities. Additionally, MCDOT is undergoing required federal and state environmental processes. The MD 355 Project is scheduled to finalize design and start construction by 2025.
- [US29 Flash Phase 2](#) - The project is in the process of completing preliminary engineering (35% design) to develop the design of the recommended median bus lane hybrid concept.

#### ***Trail, Sidewalk, and Bikeway Projects along the Purple Line***

- The overall Purple Line project is 68% complete with the Capital Crescent Trail construction 47% complete. The CCT is scheduled to open spring 2026 with the Purple Line running in winter 2027.
- [Purple Line Bicycle Pedestrian Priority Area \(BiPPA\):](#)
  - [Flower Avenue Separated Bike Lanes](#). Three concept plans were presented to the community back in May 2023. Comments were received by the public as well as internal teams. Comments were incorporated and a design alternate was selected in August 2023. 35% design plans are completed and a [community meeting was held in February 7, 2024](#). The County [submitted plans to Montgomery Planning under Mandatory Referral](#) with a hearing at the Planning Board on June 20, 2024.
  - [Carroll Avenue Separated Bike Lanes](#) is currently at 30% design. As of the end of June 2024, SHA has approved the stormwater concept and MCDOT is waiting on a mandatory referral date to present to the Planning Board.
  - [Piney Branch Road Separated Bike Facilities](#) is currently at the initial concept stage. A hybrid (virtual and in-person) public information meeting was held on February 7, 2024 to present multiple concepts under consideration.
  - New sidewalk installations underway in FY24.

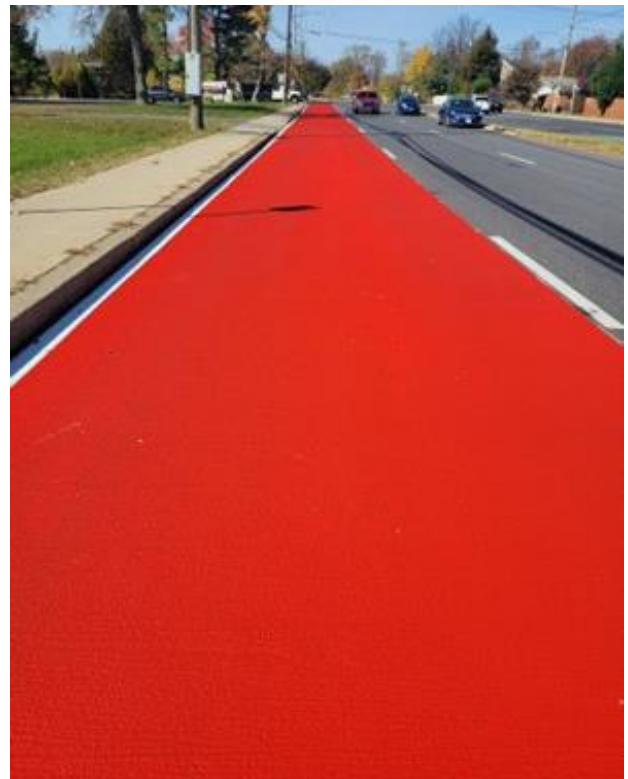
- 
- Construction of the [Metropolitan Branch Trail Phase 2A](#) started in March 2024.

### ***Bus and Bike Lanes on High Injury Network Corridors***

- Bus and bike only lanes were installed February 2024 along [University Boulevard West](#) between Amherst Avenue and Dennis Avenue.
- During summer 2024, the State Highway Administration, County Department of Transportation, and Metro collaborated on bus only lanes along Georgia Avenue to support a planned Red Line shutdown. During the shutdown period, 900 more people were moved per hour and there were [four fewer crashes](#) compared to the prior summer. The pilot project will continue through December 2024.



*Figure 25 – Bus only lane along Georgia Ave. Photo courtesy of [MDOT](#).*



*Figure 26 – Fresh bus lane red paint along University Boulevard W.*



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**T-2: Transit Stop Safety:** Provide safe crossings to and from transit stops through auditing transit stops and implementing audit recommendations. Develop consistent bus stop infrastructure (poles, benches, shelters, etc.)

**FY24 Lead:** Transportation

**FY24 Contributor:** WMATA, State Highway Administration

**FY24 Completion:** ●●●●○

**FY24 Work Completed:**

- Transit stops are being evaluated for the HIN safety audits and design project underway this year for Montgomery Village Avenue, E Gude Dr, Bel Pre Rd, Randolph Rd, New Hampshire Ave, and Ridge Rd. The transit stop at New Hampshire Avenue and Oakview Drive is being upgraded to meet ADA requirement with construction scheduled for September 2024.
- Downtown Silver Spring pilot project for urban navigation for people with no or low vision is at 90% design and final design is underway. Expect final design completion Q2 FY25. Construction expected Q3 FY25.
- The [Ride On Route Restructuring Study](#) was completed with the draft implementation plan being reviewed by key stakeholders with an expectation of submission to the County Executive and County Council by end of December 2024.
- Ride On will be performing a new bus stop survey in FY25 to update their stop database and provide updated cost estimates for proposed safety and accessibility improvements.
- 3 bus stops with accessibility upgrades.



*Figure 27 – New sidewalk to bus stop at Kensington Pkwy and Bexhill Drive.*



*Figure 28 – Sidewalk repair and additional pad at University Boulevard and East Avenue.*

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**T-3: School Bus Stop Safety:** Systematically review and upgrade school bus stop locations and pick up/drop off at schools to ensure student safety.

**FY24 Lead:** Public Schools, Transportation

**FY24 Contributor:** N/A

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

- **School Bus Stop Locations:** The County released its [FY23 School Bus Monitoring Report](#) and studied school bus stops on County and State roads with the top 10 highest violations for drivers passing a stopped school bus.
- **Investigations for crashes at bus stops:** The County Government and Public Schools developed a new Memorandum of Understanding (MOU) to cover information sharing for students struck walking to/from school or a school bus stop to ensure proper follow-up investigation for the crash.

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**T-4: Eliminate Sidewalk Obstructions:** Provide clearance space on sidewalks and consider restrictions or bans to ensure placement of signs, newspaper boxes, and trash bins do not block safe passage.

**FY24 Lead:** Transportation, State Highway Admin., Environmental Protection

**FY24 Contributor:** N/A

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

- **University Blvd W pilot:** Multiple field observations indicate that the bin pads are being used correctly. Bins are not being placed along the sidewalk and blocking pedestrians. 1 location was not using the bin pad, but was not putting their bin in the sidewalk either.
- **Community reporting of sidewalk obstructions:** The County periodically posts on its social media platforms about how to report sidewalk blockages through MC311. The major push during the fall was during October for National Pedestrian Safety Month.

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**T-5: Maintenance of Travel (MOT) during Sidewalk and Road Closures:** Ensure construction and other road closures do not create roadway safety hazards by utilizing County and State laws and policies to enforce the law and communicate with the public about closures and how to report violations.

**FY24 Lead:** Permitting Services, Transportation, State Highway Admin.

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**FY24 Contributor:** N/A

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

The Department of Permitting Services debuted new interactive apps showing active permits, including right of way (ROW) permits, in February 2024. A construction activities map showing all ROW permits has been in place for a few years now. DPS will work with its GIS analyst to separate Maintenance of Traffic permits from all other ROW permits for better transparency to the public.

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**T-6: Bike and Micromobility Parking:** Install micromobility corrals across the County, with priority in major activity centers, to provide safe and convenient parking for bikes and other micromobility devices (e.g., e-scooters) to keep the sidewalks, bike lanes, and roads clear.

**FY24 Lead:** Transportation

**FY24 Contributor:** N/A

**FY24 Completion:** ●●●●○

**FY24 Work Completed:**

**Silver Spring Secure Bike Parking:** Design is complete. Project is ready to bid and expected to go to bid Q2 FY25. Construction expected to start by Q4 FY25. Project was delayed due to unavailability of funds until Q1 FY25.

**Micromobility Corrals:** Micromobility dockless e-scooter corral have been installed at Montgomery College beside the current Capital Bikeshare Station and near the intersection of Fenton St. & New York Ave. More dockless corrals will be installed throughout areas of high ridership and areas with high pedestrian traffic.

**E-scooter safe ride trainings:** MCDOT Commuter Services held 8 e-scooter classes this year with 4 in fall 2023 and 4 in spring 2024. These classes provide people interested in using e-scooters how to safely ride, park, and store e-scooters.

In addition to in-person classes, MCDOT continues to [promote on social media safe e-scooter](#) riding and parking information throughout the year.



Figure 29 - Screenshot from MCDOT video on safe and legal parking for e-scooters.

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**T-7: Curbside Management:** Prioritize curbside space to meet the needs and policy goals for urban areas and ensure use reduces conflict amongst road users. This includes creating and expanding pick up/drop off zones, unloading, and short-term parking close to building entrances.

**FY24 Lead:** Transportation, Planning

**FY24 Contributor:** N/A

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

**Pilot pick up and drop off zones:** Two, 15-minute curbside pickup/delivery zones have been established on Bethesda Avenue in Bethesda. The pilot area includes 15-minute, metered parking spaces with vehicle sensors. MCDOT has closely monitored the sensor data and have found the spaces are occupied over 80 percent of the time with an average length of stay of 25 minutes. The zones have been considered a success and are now permanent. MCDOT plans to expand the zones to other areas in Bethesda and Silver Spring.

**Coordination of EV charging in the right-of-way:** DPS provides commercial and residential properties with resources to install and find support for EV charging installations.

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**T-8: Snow Removal from Bike Facilities, Sidewalks, and Transit Stops:** Clarify County Government's responsibility for snow clearance from sidewalks and bike lanes similar to how it is cleared from roadways.

**FY24 Lead:** Transportation, Parks, State Highway Admin.

**FY24 Contributor:** General Services

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**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

During the recent snow season, snow removal was required for over 5,400 miles of County roads and 100 miles of sidewalks.

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**T-9: Parking Lot Design and Construction:** Redeveloped or newly constructed parking lots and garages are safe for pedestrians, cyclists, and people using assistive mobility devices to access and navigate.

**FY24 Lead:** Planning

**FY24 Contributor:** Transportation

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

In December 2024, Montgomery Planning was awarded a [\\$120,000 grant from UDSOT's Safe Streets and Roads for All program](#) to advance this item. As of June 2024, Planning is working with FHWA Maryland and USDOT on executing the grant agreement.

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**T-10: Safety Audit of County Owned Parking Lots and Garages:** Review and modify County owned parking lots and garages to eliminate conflicts when entering and navigating the facilities.

**FY24 Lead:** Transportation

**FY24 Contributor:** N/A

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

Installed convex mirrors at garage exits with high risk of pedestrian/vehicle conflicts. Continue to monitor reported incidents and close calls and will add mirrors on as-needed basis.

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**C: Transportation and Land Use Planning:** Incorporate Vision Zero and a safe system approach into functional and area master plans, development review, and subdivision staging.

**FY24 Lead:** Planning

**FY24 Contributor:** Transportation

**FY24 Completion:** ●●●●●

**FY23 Work Completed:**

**[Update to Growth and Infrastructure Policy:](#)** The 2024 Growth and Infrastructure Policy update is underway. A working draft was published on the Montgomery Planning website in April to be followed by Planning Board work sessions. After Planning Board review and approval, the County Council will hold a public hearing, review, and final approval in fall 2024.

**[Update to Master Plan of Highways and Transitways:](#)** Staff work underway for the update to the Master Plan of Highways and Transitways. A public hearing draft was released in July 2024 with a public hearing scheduled for September 2024.

**[Developing University Boulevard Corridor Plan:](#)** Work is underway with outreach, plan analysis, and staff review. Several community meetings were held in May 2024. Planning staff developed and shared the plan’s emerging ideas with community members, property owners, and stakeholders as well as presented them to the Planning Board on June 27, 2024, for feedback. View the emerging ideas staff report and the [June 27 Planning Board presentation](#).

**[Beginning Glenmont Corridors Opportunity Study:](#)** The Randolph Road Corridor study, now called the Glenmont Corridors Opportunity Study, is underway with analysis and audit performed in winter 2024, community outreach in spring 2024, and outreach analysis underway in summer 2024.

**[Implementing Pedestrian Master Plan:](#)** The Pedestrian Master Plan was approved on October 10, 2023 by the Montgomery County Council and adopted by the Maryland-National Capital Park and Planning Commission on November 15, 2023. A biennial monitoring program led by Montgomery Planning will track how well the plan vision is being achieved through implementation of plan recommendations and progress meeting performance measure targets identified in the plan’s goals and objectives.

**[Submitting Fairland-Briggs Chaney Master Plan:](#)** The Maryland-National Capital Park and Planning Commission (M-NCPPC) voted unanimously to approve and adopt the Fairland and Briggs Chaney Master Plan at its meeting on January 17, 2024. Following adoption of the plan, the Montgomery County Planning Board and the Montgomery County Council approved

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a Sectional Map Amendment (SMA) to change zoning districts in the plan area per the plan's recommendations. The County Council approved the SMA on June 18, 2024.

**Submitting Great Seneca Plan:** The Planning Board submitted the Great Seneca Plan in April to the County Council. After work sessions and public hearings, the County Council [approved the Planning Board Draft](#) on July 30, 2024.

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**V-1: Safer County Vehicle Fleet:** When replacing County fleet and emergency response vehicles, ensure the vehicles are equipped with life-saving crash avoidance technology and vehicles are right sized for the areas they serve.

**FY24 Lead:** General Services

**FY24 Contributor:** Transportation, Police, Fire/Rescue Service

**FY24 Completion:** ●○○○○

**FY24 Work Completed:**

Telematics installation on the Ride On bus fleet is complete. Planning for other segments of the County Fleet is ongoing with a start date expected in the summer of 2024.

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**V-2: Prepare for Autonomous Vehicles:** Prepare the County's infrastructure for vehicles that will communicate with each other and the infrastructure.

**FY24 Lead:** Vision Zero Coordinator













**FY24 Contributor:** Transportation, General Services, Planning

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

- MCDOT continues its membership on the statewide [Connected and Automated Vehicle Program](#).
  - There are [3 sites available](#) for vehicle testing including 2 test tracks.
  - Montgomery County has DSRC and Cellular Vehicle-to-Everything (C-V2X) running along Quince Orchard Road (MD 124) and Darnestown Road (MD 28) in Gaithersburg.
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## Culture of Safety Action Items

Action	Completion	Priority Action	On Page #
<b>P-1: Outreach and Education to the Community</b>		No	55
<b>P-2: Collaboration with Community Partners and Ambassadors</b>		No	56
<b>P-3: Coordination of Campaigns</b>		No	57
<b>P-4: Ending Impaired Driving Deaths</b>		Yes	58
<b>P-5: Expansion of Automated Enforcement</b>		No	60
<b>P-6: Focused Enforcement Efforts</b>		No	61
<b>P-7: Expand Safe Routes to School</b>		No	63
<b>P-8: Bike Riding and Safety Courses</b>		No	64
<b>P-9: County Employees using Fleet Vehicles</b>		No	65
<b>P-10: Conspicuity for County Employee Uniforms</b>		No	66
<b>R-1: Prompt Medical Service</b>		No	66
<b>R-2: Planning and Coordination for Safe Traffic Incident Management</b>		No	66

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**P-1: Outreach and Education to the Community:** Improve project communication and outreach to a broader audience and on multiple communication channels utilizing County Government outreach staff on safety topics relevant to Montgomery County’s identified safety problems and demographics.

**FY24 Lead:** Transportation, Vision Zero Coordinator

**FY24 Contributor:** Public Information Office, Regional Services Centers

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

***Evaluation of the La Abuelina campaign pilot:*** The summer 2023 *La Abuelina* pilot has been evaluated to look at website visits, social media impressions, and feedback received during the eight pop-up events. Overall feedback from residents and partners was positive and found the information helpful. The summary is [available on the Vision Zero website](#).

***Coordinated Safety Campaigns:***

The Vision Zero and Pedestrian Safety Teams hosted or participated in 259 events in fiscal year 2024.

Highlights include:

- MCDOT partnered with MCPS for [Walk and Roll to School Day](#), Bike to School Day, Walking Wednesdays, community nights, and School Bus Safety Week.
- MCDOT [partnered with the Maryland Motor Vehicle Administration](#) for driver outreach at MVA locations.
- The [2024 Vision Zero Youth Ambassadors](#) planned and hosted the first [Safety Day](#) with nearly 3,000 people attending.
- Regular visits with shoppers at Ellsworth Place in Downtown Silver Spring.
- 91 Safe Routes to School events with Walking Wednesdays, Bike Rodeos, and event/contest promotions.
- Joining the Maryland Highway Safety Office at local elementary schools for [Read Across America](#).
- Engaged local high school students to avoid distraction through the [Head's Up Phones Down video contest](#).
- Engaged local elementary school students on walking and biking safety through the [annual art contest](#).

Event photos available on MCDOT Pedestrian Safety Flickr page at [MCDOT Traffic's Flickr](#).



Figure 30 - Outreach team talking to residents at Juneteenth Festival.



Figure 31 - Pedestrian safety outreach at Motor Vehicle Administration.

**P-2: Outreach and Education to the Community:** Work with existing community groups, County outreach staff, and community ambassadors to increase the amount of public feedback and raise awareness for traffic safety projects and campaigns.

**FY24 Lead:** Transportation, Vision Zero Coordinator

**FY24 Contributor:** Regional Services Centers, Public Information Office, Public Schools, Recreation

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

***Partnerships between HHS and MCDOT for older adult driver and pedestrian safety:***

December 4 through December 8 was National Older Driver Safety Awareness Week. The County, along with state partners at the Maryland Highway Safety Office, [promoted information for older drivers](#) with information on common crash scenarios, health impacts and actions, and vehicle technology such as the website [MyCarDoesWhat.org](#).

The Pedestrian Safety outreach team attended the [Senior Safety forum](#) as part of World Elder Abuse Day in June 2024.

**2024 Youth Ambassador Program:** MCDOT received 130 applications for the 2024 Vision Zero Youth Ambassador program. 30 students were selected to participate in the January orientation. During January through May, the Ambassadors were given an overview of Vision Zero/Safe System Approach and started planning for Safety Day in May. The Ambassadors held a successful Safety Day on May 11 nearly 3,000 attendees.





*Figure 32 - Vision Zero Youth Ambassadors take part in site walkthrough for Safety Day.*



*Figure 33 - Pedestrian safety outreach at World Elder Abuse Day on 6/11/24.*

**P-3: Coordination of Campaigns:** Wrap around planned safety projects with education, encouragement, outreach, and enforcement.

**FY24 Lead:** Transportation, Vision Zero Coordinator

**FY24 Contributor:** Police

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

During FY24, feedback was solicited through mailers, online surveys, pop-up events at local grocery stores, and door-to-door conversations for high injury network road safety audits and projects. Outreach was conducted in English and Spanish.

Montgomery County Police Central Traffic Unit continued its high visibility enforcement efforts along the high injury network and partners with other County departments and outside agencies on joint campaigns.



Figure 34 – Residents provide feedback on Bel Pre Road design at pop-up event.



Figure 35 – Outreach staff collect feedback on walkability study at Back to School night.

**P-4: Ending Impaired Driving Deaths:** Implement a multifaceted program towards ending impaired driving deaths with focus on prevention and treatment.

**FY24 Lead:** Vision Zero Coordinator, Police

**FY24 Contributor:** Transportation, Public Information, Health and Human Services, Alcohol Beverage Services, Highway Safety Office

**FY24 Completion:** ●●●●○

**FY24 Work Completed:**

**Anti-Impaired Driving Strategic Plan:**

**Legislation:** The Vision Zero Steering Committee proposed statewide legislation that would lower the legal blood alcohol content (BAC) limit from 0.08 to 0.05 for the 2024 Maryland General Assembly. The County Executive approved the proposal, but no sponsor in the State Delegation was found. The County supported closing the Noah's Law loophole that allows drunk drivers to avoid ignition interlock program if they are given probation before judgment. After 6 years, Noah's Law loophole was closed.

**Law Enforcement:** In FY24, MCPD made 772 arrests for driving under the influence. This was 29% fewer arrests than FY23 and 71% below the last pre-COVID year in FY19.

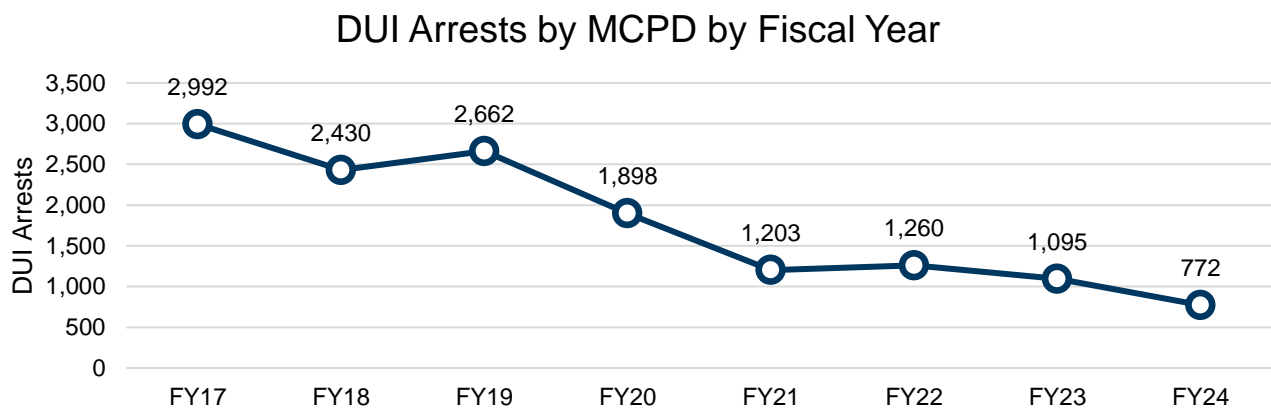
**Joint Operations:** MCP continues to work with MSP, MDTA PD, and local police agencies to conduct joint operations to address aggressive driving, impaired driving, and commercial

motor vehicle safety. MCP and MDTA have done several joint high visibility enforcement details along the ICC. A large, coordinated enforcement campaign along US29 with MCP, MSP, MDTA, and Howard County PD was held in June resulting in 155 traffic stops with 209 violations issued.

**Cannabis Legalization:** The County Government's Cannabis Legalization Task Force monitored and responded to bills filed during the 2024 Maryland Legislative Session. The Montgomery County Council unanimously passed [Bill 4-24](#), "Community Reinvestment and Repair Fund Commission – Established" in July 2024. The legislation creates a commission of 13 voting members drawn from impacted communities to advise on the allocation of tax revenue from the sale of cannabis.

**Wet and green labs:** MCPD continues to sponsor "Green Labs" to educate officers and consumers on impact of cannabis impaired driving. MCPD completed a Green Lab for newly graduated officers at the beginning of January 2024. Additionally, MCP staff have assisted other state agencies (i.e. Ocean City PD and Frederick City PD) as they have conducted their own similar training. MCPD also had the opportunity to share its Green Lab successes in other states to include Tennessee, Texas, Hawaii, California, and Virginia. Lastly, MCPD will send representatives to speak at the annual nationwide IACP Conference about the benefits of incorporating Green Labs into entry-level impaired driving training. This training venue is a representation of MCPD's progressive and effective approach to provide important training to new and seasoned law enforcement officers.

**Expand driving under the influence of drugs (DUID) and advanced roadside impaired driving enforcement (ARIDE) training for all MCPD cadets at the academy:** ARIDE course on target for all TOD officers in September 2024 and then will begin training all officers assigned to Patrol Services Bureau (PSB) the following month with the goal of having all PSB staff trained by the 3rd quarter of FY25.



**Figure 36 - Arrests by MCPD officers for driving under the influence of drugs and/or alcohol by fiscal year. Note FY20 and FY21 had lower traffic volumes due to the COVID-19 pandemic and FY22-24 had fewer traffic officer positions.**

**P-5: Expansion of Automated Enforcement:** As technology advances and privacy concerns are addressed, update State law to remove barriers that limit the use of automated traffic enforcement and take advantage of new technologies available.

**FY24 Lead:** Police

**FY24 Contributor:** Transportation

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

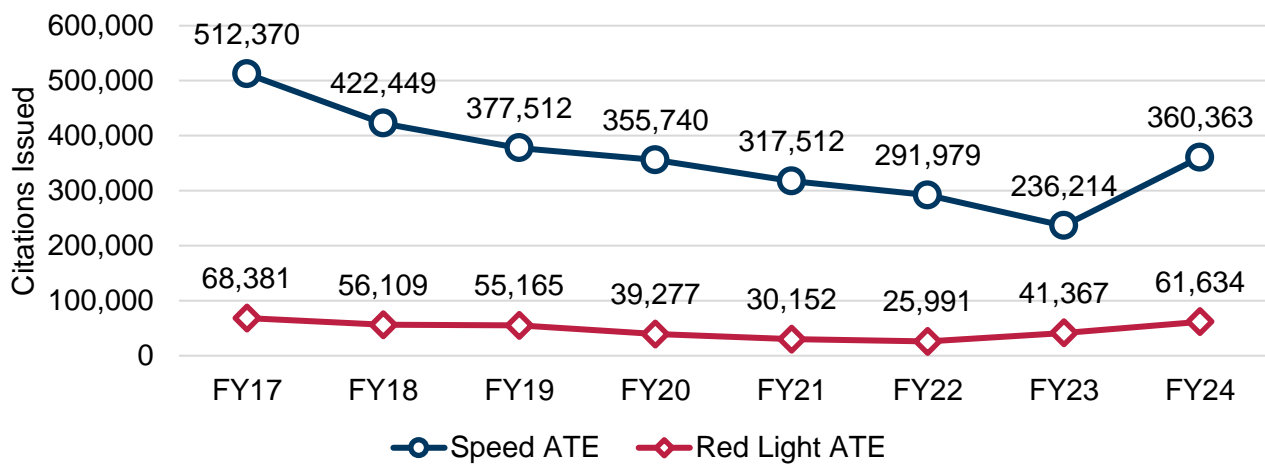
***Expansion of Authorized Automated Enforcement through State Law:***

The 2024 Maryland General Assembly added automated enforcement for bus lanes and a two-year pilot of vehicle noise enforcement in Montgomery County. MCP ATEU working on feasibility of implementation and contracting. A County sponsored bill to allow automated speed enforcement on any road designated as part of the high injury network to be eligible did not pass.

***Expansion of existing camera fleet:***

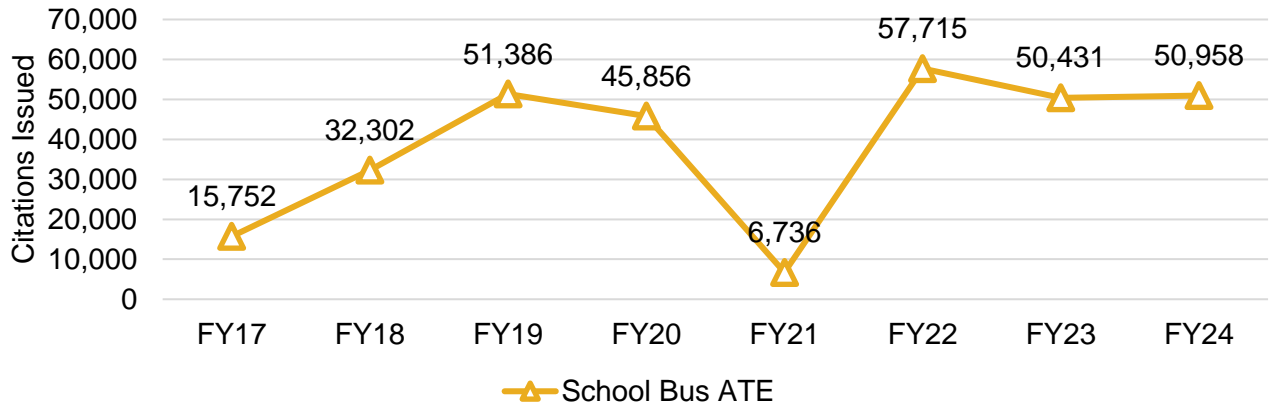
MCPD’s contract with its speed and red-light enforcement vendor and for expansion for 10 speed and 5 red-light cameras a year for the 5-year contract. Expansion will first occur at existing approved locations to provide more coverage across the county. For bus-stop arm enforcement, all MCPS buses are equipped with cameras.

***Automated Enforcement Expansion Plan:*** MCPD submitted a draft updated automated enforcement plan for internal partners by the end of March. The draft was updated in the spring to reflect results of the 2024 Maryland General Assembly prior to sending to the County Council. The report is pending review prior to publishing on the website.



**Figure 37 - Citations by fiscal year from speed and red-light automated enforcement programs. The increase in red-light citations was largely due to the new technology that prevents intersections from being down due to systems failures. Speed camera violations increased with the additional cameras in the fleet and new approved locations.**





*Figure 38- Citations by fiscal year for drivers passing stopped school buses with automated enforcement. Citations increased between FY16 and FY19 as more school buses became equipped with cameras. FY20 and FY21 include periods where schools were closed due to the COVID-19 pandemic. Citations shown here include paid, unpaid, and partially paid citations.*

**P-6: Focused Enforcement Efforts:** Focus the efforts of MCPD officers on curbing the most dangerous behaviors (occupant protection, speeding and aggressive driving, not yielding right of way, impairment from alcohol or drugs, and distraction) and less on non-moving violations.

**FY24 Lead:** Police

**FY24 Contributor:** Transportation

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

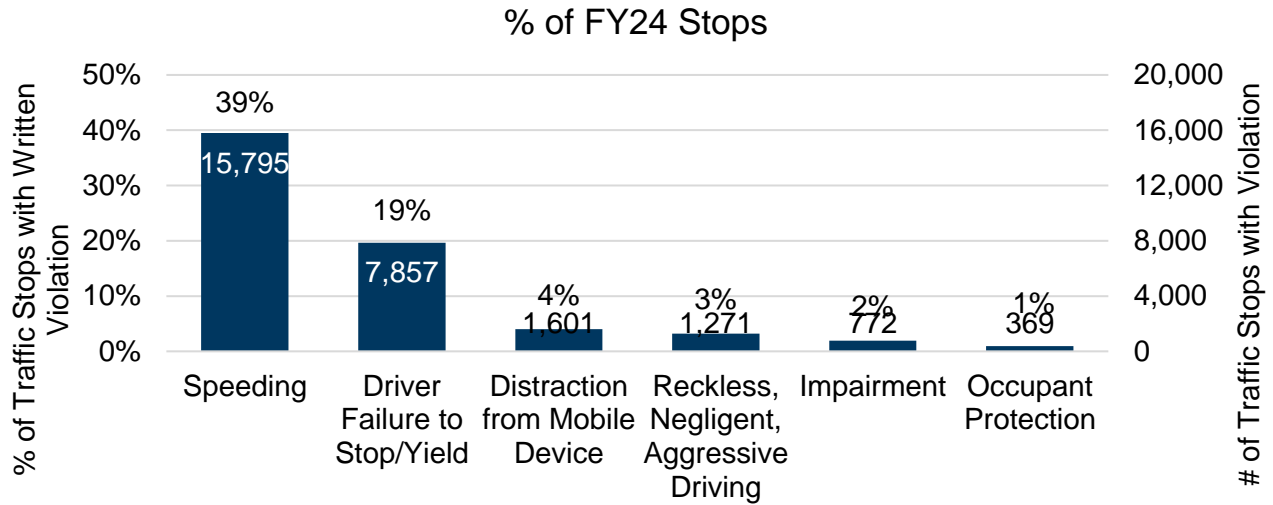
Montgomery County Police, Central Traffic Unit, conducted 6,260 hours of dedicated high visibility enforcement during FY24. During the fourth quarter, MCPD continued to focus on distracted driving enforcement, school safety with focus on school bus safety, and speed enforcement.

Stops data totals for FY24 for Central Traffic Unit:

- Traffic contacts: 14,717
- Traffic citations issued: 5,221
- Traffic warnings issued: 14,710

In July 2023, MCPD Central Traffic Unit [rolled out two new versions of marked police cruisers](#): standard “slick-top” cruiser and a “ghost graphic” slick-top cruiser. The subdued profile of these vehicles will better allow officers to observe drivers in traffic who may be speeding, texting while driving, not wearing seatbelts, driving impaired, or driving aggressively. Throughout FY24 MCPD CTU officers utilized these vehicles to assist with enforcement efforts in identified HIN areas.





**Figure 39 - Percentage of traffic stops by MCPD officers resulting from violations of dangerous behaviors. A stop can result in multiple traffic violations.**



**Figure 40 - Police car with “ghost graphics” that are faint during the day but highly reflective at night.**



**Figure 41 - Officers with Montgomery, Howard, and State Police Departments after US29 high visibility enforcement in spring 2024.**

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**P-7: Expand Safe Routes to School:** Expand the County's Safe Routes to School (SRTS) activities and initiate comprehensive traffic safety education and age appropriate outreach for pedestrian, bicycle, and driver safety.

**FY24 Lead:** Transportation, Public Schools

**FY24 Contributor:** N/A

**FY24 Completion:** ●●○○○○

**FY24 Work Completed:**

Any expansion of comprehensive traffic safety education inside MCPS will need to be funded through the County or supported through grant funding. The County Government and Public Schools continue to collaborate on campaigns, such as School Bus Safety Week, Walk, Roll, and Bike to School Days, bike rodeos during and after school, and requests from individual schools.

In April, MCDOT Pedestrian Safety implemented a week-long bike rodeo program for 3rd-5th Graders at Rolling Terrace Elementary School. MCDOT provided training and loan equipment for school staff to conduct multiple bike rodeos during PE class periods throughout the week. The bike rodeos teach important bike safety tips through fun and engaging hands-on lessons.

MCDOT and Recreation continue to support bike rodeos for Excel Beyond the Bell programs.



*Figure 42 – MCDOT and MCPS staff take a group photo at Wheaton Woods Elementary as part of School Bus Safety Week in October 2023.*

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**P-8: Bike Riding and Safety Courses:** Expand adult and child beginner biking courses through Commuter Services and Safe Routes to School. Incorporate micromobility device training (e.g., e-scooters).

**FY24 Lead:** Transportation, Public Schools

**FY24 Contributor:** N/A

**FY24 Completion:** ●●●●○

**FY24 Work Completed:**

***Implement on-bike education pilot program in county schools*** - Any expansion of comprehensive traffic safety education inside MCPS will need to be funded through the County or supported through grant funding. The County is examining potential grants for expanding on-bike education in partnership with MCPS. In the interim, MCDOT has a partnership with the Department of Recreation for after-school on-bike programming. MCDOT has a toolkit for conducting on-bike education in MCPS schools that will be the model for future classes.

In April, MCDOT Pedestrian Safety implemented a week-long bike rodeo program for 3rd-5th Graders at Rolling Terrace Elementary School. MCDOT provided training and loan equipment for school staff to conduct multiple bike rodeos during PE class periods throughout the week. The bike rodeos taught important bike safety tips through fun and engaging hands-on lessons.

***Adult learn to ride courses for bikes and e-scooters*** - MCDOT Commuter Services sponsored 11 Learn to Ride classes, 3 Basic Skills classes, and 8 e-scooter classes in 2024. The classes fill up quickly and serve over 500 people.

***Student bike rodeos*** - 5 bike rodeos were held in the spring and summer 2024 including a multiday course at Rolling Terrace Elementary School.





**Figure 43 - Students at Rolling Terrace Elementary learn about hand signals while riding a bike.**



**Figure 44 – Instructor and students at adult bike riding class.**

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**P-9: County Employees using Fleet Vehicles:** Provide a safe driving program for all County employees that utilize County fleet vehicles.

**FY24 Lead:** General Services, Finance, Police, Fire/Rescue

**FY24 Contributor:** N/A

**FY24 Completion:** ●●●●○

**FY24 Work Completed:**

**Computer based training for non-public safety employees** - The County is developing computer-based defensive driving training. Additional work necessary to determine scope of workers required to use training and potential costs of rollout.

**County employees using fleet vehicles safely:** Departments covered under Risk Management's self insurance program can get regular reports on property damage and injuries as a result of car collisions.

Collisions resulting in claims were down 36% between FY19 and FY24 and down 7% from last fiscal year. Two departments, Montgomery County Police and Transportation, were 80% of claims through the self-insurance fund. (Fire and Rescue are insured outside of the self-insurance fund). Montgomery County Police were 12% below and Transportation was 69% below FY19. Year-over-year, MCPD was down 8% and MCDOT was up 4%.

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**P-10: Conspicuity for County Employee Uniforms:** Provide high visibility gear for employees working in or near roadways as uniforms are replaced or purchased for new employees.

**FY24 Lead:** Police, Transportation, Fire/Rescue

**FY24 Contributor:** Vision Zero Coordinator

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

***Uniform and safety gear upgrades for improved conspicuity*** - Montgomery County Police and the Fraternal Order of Police are updating the uniform requirements for police officers to include a high visibility Gortex jackets. Currently, all motor units have high visibility jackets.

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**R-1: Prompt Medical Service:** Ensure proper emergency medical care for crash victims through prompt response to incident and proper medical care.

**FY24 Lead:** Fire/Rescue

**FY24 Contributor:** Police

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

MCFRS publishes response time data through CountyStat and tracks in real-time internally through dashboards. MCFRS will roll out additional patient care metrics for Vision Zero.

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**R-2: Planning and Coordination for Safe Traffic Incident Management:** Utilize leading practices, policies, and technology to eliminate secondary crashes that occur while first responders are on the scene.

**FY24 Lead:** Fire/Rescue, Police

**FY24 Contributor:** Vision Zero Coordinator

**FY24 Completion:** ●●●●●

**FY24 Work Completed:**

Completed updated traffic incident management training for December graduating class. Training provided to recent academy graduates on January 2, 2024. Plans in place to provide same TIMS training to current academy class upon their graduation in summer of 2024.

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**Figure 45 - Children riding bicycles in the traffic garden built by the Vision Zero Youth Ambassadors for Safety Day 2023.**



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