

VISION ZERO FY2025 ANNUAL REPORT



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) 2025 annual report provides highlights from the fiscal year and details work completed under all 45 action items in the plan between July 1, 2024, and June 30, 2025.

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Executive Summary

Fiscal year (FY) 2025, running from July 1, 2024 to June 30, 2025, was the fourth year under the County's Vision Zero 2030 Action Plan. During the year, over 20 local and state agencies advanced 113 projects and initiatives across the plan's 45 action items. Overall, 91% of all planned work was completed in the fiscal year. Project delays were attributed to delays in design completion, scope expansions, or delays in permitting and utility coordination. Work not completed during FY25 will be addressed in FY26.

In 2024, the most recent year with complete data, serious and fatal crashes were down 5% 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 29% reduction compared to a 16% increase on non-HIN roadways. This year, the County and State were designing or implementing safety projects along 18 HIN corridors. Continued focus on the HIN and in neighborhoods designated as equity emphasis areas will continue to drive down serious and fatal crashes.

With 37 fatal crashes in 2024, fatal crashes remain above the 2015-2019 annual average. Since 2019, fatal crashes with impairment, speed, and roadway departure crashes have increased. Addressing these factors will require a continued multi-discipline approach to address the roadway, environmental, and human factors behind 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 FY25, the County installed 4 traffic signals and 3 pedestrian hybrid beacons. Since the start of the Vision Zero Initiative, 54 traffic signals and pedestrian hybrid beacons have been installed representing over \$16 million in safe crossing investments.









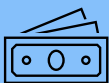



The County and State continue to advance transit and safety projects in tandem. The County is advancing 7 pedestrian and bicycle safety projects at future Purple Line stations in the east county. Veirs Mill Road bicycle and pedestrian projects along the future bus rapid transit finished design. The Capital 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 advocating for safety bills in Annapolis. During the 2025 Maryland General Assembly, the County supported and the Governor signed bills allowing the County to expand use of automated speed enforcement to known high risk crash corridors, a statewide graduated fine schedule for speed cameras, and increased reckless and aggressive driving penalties.

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.

FY25 Work Plan Highlights

Summary of work completed by 20 municipal, county, and state departments and agencies across 113 work items underway in FY25.

 <p>29% decrease in serious and fatal crashes on high injury network roads¹</p>	 <p>189 resident engagement events</p>	 <p>18 high injury network corridors under study, design, or construction</p>	 <p>25 bikeway projects underway, 4 under construction</p>
 <p>7 pedestrian hybrid beacons and traffic signals installed.</p>	 <p>5.9 miles of new sidewalk installed</p>	 <p>7 safety bills supported and passed in Maryland General Assembly</p>	 <p>89 intersections giving pedestrians a head start</p>
 <p>\$877,500 granted for addressing roadway departure crashes</p>	 <p>15 walkability audits completed for Safe Routes to School</p>	 <p>90 schools visited for safety education and project outreach</p>	 <p>7 bikeway and sidewalk projects to connect to Purple Line stations</p>

¹ compared to 2015-2019 5-year annual average.

² ["Traffic" icon created by Rifai from Noun Project.](#) Used under Creative Commons.

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.”³

Under Complete Streets, local and state governments create safe crossing opportunities, improve walking and biking routes to school, develop and implement safety projects on high injury network corridors, and build out the master planned bike network. The work is performed across small and big projects including restriping projects to systematically upgrade crosswalks; using paint, signs, and raised concrete to narrow crossings and lower car speeds; and complete curb-to-curb projects to implement separated bike lanes.

This year, the County completed its final roadway safety audits for its top 10 HIN corridors and began construction prep on its longest HIN corridor along Montgomery Village Avenue. The State advanced multiple [Pedestrian Safety Action Plan corridor projects](#) with construction on a top 10 HIN corridor along New Hampshire Avenue starting summer 2025. See [page 23](#) for details on all 20 Complete Streets actions.

Complete Streets at a Glance



18 projects underway along County and State high injury network corridors.



4 traffic signals and 3 pedestrian hybrid beacons installed for protected crossings.



25 bikeway projects underway with 4 under construction.



5.9 miles of new sidewalk installed.



9 school walk sheds with pedestrian crossing improvements installed.

³ Definition 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 2% 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 29% decline. However, serious and fatal crashes increased 16% outside of the 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) returned closer to the historical average in 2024 after a spike in 2023. 37% of serious and fatal crashes were in an EEA for 2015-2019 compared to 34% in 2024.

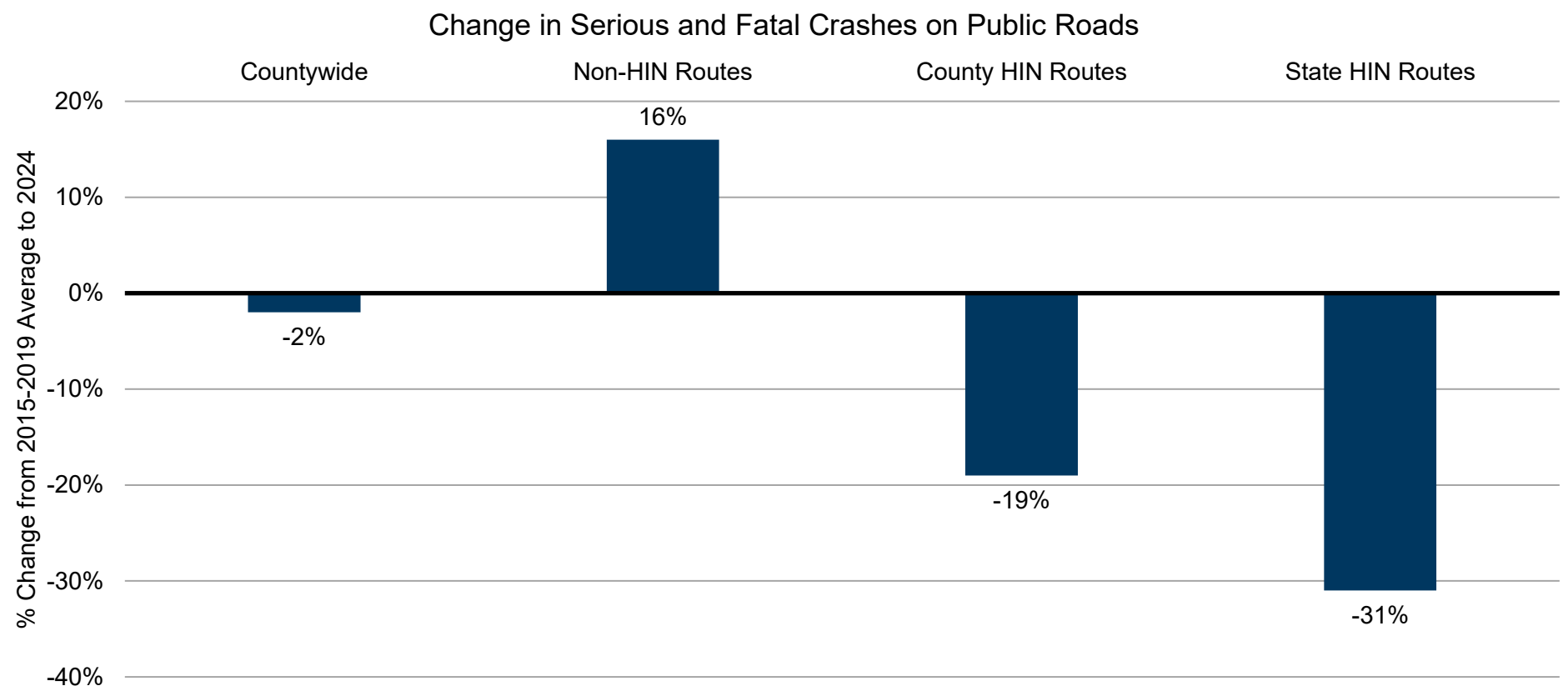


Figure 1 - Change in serious and fatal crashes on public roads in 2024 compared to the 2015-2019 annual average.

Crash Measures by Calendar Year	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Serious and fatal crashes on the high injury network	124	109	104	102	101	47	74	77	77	77
Percentage of serious and fatal crashes on the high injury network	42%	40%	40%	42%	40%	24%	33%	33%	32%	30%
Serious and fatal crashes in Equity Emphasis Areas ⁴	105	102	107	109	101	68	96	95	114	92
Percentage of serious and fatal crashes in equity emphasis areas	33%	35%	39%	41%	37%	34%	40%	39%	45%	34%

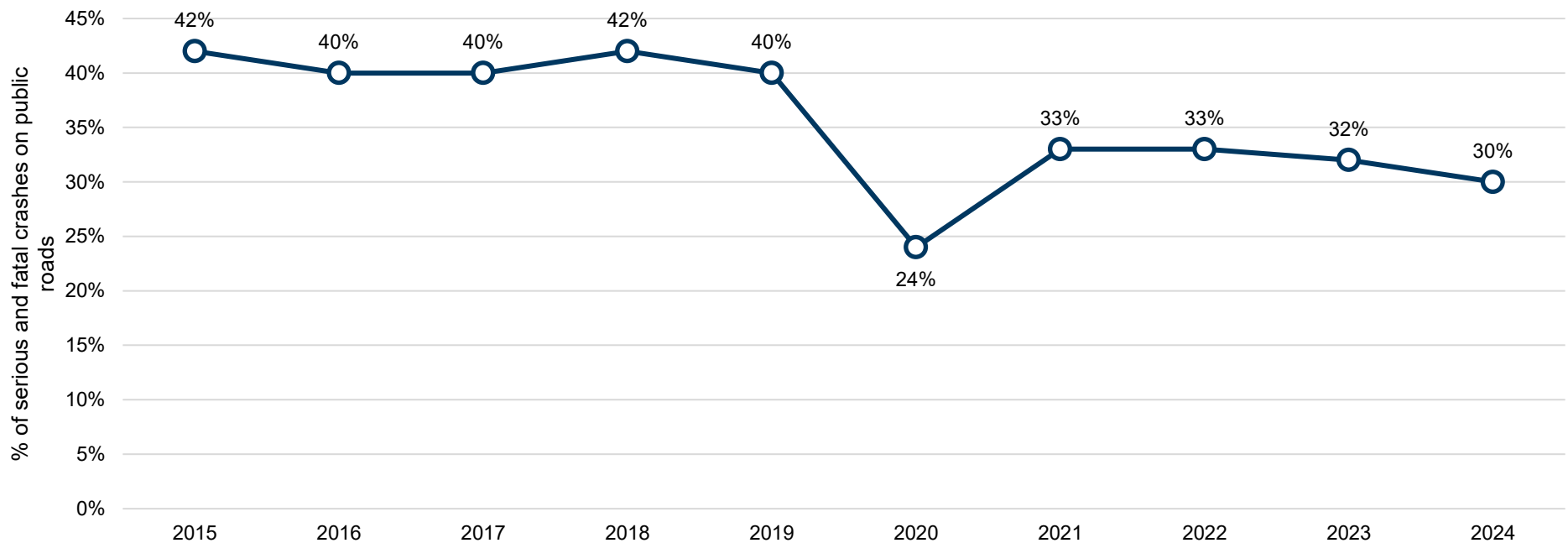


Figure 2 - Percentage of public road serious and fatal crashes on designated high injury network corridors.

⁴ The Equity Emphasis Areas were updated by MWCOC 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 in the past four fiscal years. Separated bike facility installation increased with the completion of the Good Hope Road Shared Use Path and Marinelli Road Bikeway in FY25. See action items S-7 and S-13 for all bikeways, shared use path, and sidewalk projects.

Project Measures by Fiscal Year	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
Linear feet of sidewalk built	24,000	27,000	29,000	32,000	25,000	30,000	37,000	35,000	31,000
Miles of separated bicycle facilities built⁵				1.3	2.5	2.0	1.0	0.2	1.1

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](#). These measures are typically updated on even numbered years to align with the biannual monitoring reports. The 2024 data were not available at the time this report was published.

Comfort and Stress Travel Measures by Calendar Year	2018	2020	2022	2024
Percentage of pathways comfortable for pedestrians			61%	63%
Percentage of crossings comfortable for pedestrians			42%	43%
Percentage of potential bicycle trips able to be made on a low-stress bicycling network	14%	15%	17% ⁶	18%

Safe Speeds and Protected Crossings

The following measures related to the Complete Streets Design Guide were under development at the end of FY25. Interim roadway classifications were confirmed with the update to the Master Plan of Highways and Transitways.

- 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.

⁵ Excludes separated bicycle facilities built through private sector and conventional bike lane projects.

⁶ 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.⁷ 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.⁸

The Purple Line advanced construction including installing train tracks while the County continued development of new sidewalk and bikeways that will connect to future stations in East County. The County's largest transit, pedestrian, and cyclist project along Veirs Mill Road completed design with utility relocation starting in fall 2025 to make space for new sidewalks and shared use paths. See [page 51](#) for updates on all 13 Multimodal Future action items.

⁷ "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/>.

Multimodal Future at a Glance



81% of construction completed on Purple Line and 62% complete for Capital Crescent Trail.



7 County led projects creating bikeways and sidewalks for improved ped/bike access to future Purple Line in East County.



Veirs Mill Road Bicycle and Pedestrian Improvement project along with Bus Rapid Transit completed final design phase.



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

⁸ 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 2024, VMT increased 10%, but was still below pre-COVID levels due to the continuation of remote work. Remote work accounted for 21% of work “commutes” in 2024 and has declined each year from the 2021 peak. Based on the distribution of ways to work between 2023 and 2024, as more Montgomery County commuters stopped remote work, they were choosing to drive alone rather than choose a non-auto mode.

Travel Measures	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Annual vehicle miles traveled (in millions)	7,507	7,698	7,893	7,787	7,873	6,555	7,140	7,206	7,304	7,188
Drove alone for work	65.6%	65.3%	64.6%	65.8%	64.7%	N/A	47.5%	53.2%	53.0%	57.1%

Way to Work	2019	2021	2023	2024	Change from 2019 to 2024
Drive Alone	64.7%	47.5%	53.0%	57.1%	-7.6%
Worked from home	6.7%	37.1%	23.9%	21.0%	+14.3%
Public transportation (excluding taxicab)	14.5%	4.6%	9.7%	9.7%	-4.8%
Carpooled	9.8%	6.8%	9.0%	8.0%	-1.8%
Walked	2.4%	1.6%	2.0%	2.2%	-0.2%
Taxicab, motorcycle, or other means	1.5%	2.3%	1.9%	1.5%	0.0%
Bicycle	0.5%	0.2%	0.5%	0.5%	0.0%

Crossing to Bus Stops

For Montgomery County Ride On, there were 1,947 bus stops on a multilane roadway with 1,051 (54%) located within 350 feet of a signalized or all-way stop crossing. Protected bus stops were up from 53% last year with the [new Pink and Lime routes](#) bus only lanes reducing the number of travel lanes, [route changes for Ride On Reimagined](#), and new signal and beacon installations.

For Metrobus, there were 846 bus stops on a multilane roadway with 507 (60%) within 350 feet of a signalized or all-way stop crossing. When the Better Bus changes took effect on June 29, 2025, there were 617 bus stops on a multilane highway with 396 (64%) near a protected crossing. The [Better Bus changes](#) removed or relocated several stops, but new service along parts of Randolph Road and University Boulevard added unprotected stops.

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 an age-appropriate seat

During FY25, Montgomery County secured legislative victories in Annapolis allowing for automated speed monitoring in know high crash areas and increased penalties for speed, reckless, and aggressive driving. In response to increasing impairment-related fatal crashes, Montgomery County Police and allied agencies launched the Summer Traffic Task Force and partnered with Alcohol Beverage Services and Health and Human Services to address overservice and substance abuse. See [page 61](#) for updates on all 12 Culture of Safety action items.

Culture of Safety at a Glance



New laws expanding automated speed enforcement placement and reckless driving penalties.



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



90 Safe Routes to School events.



18 bicycle rodeos for Elementary School students and 12 adult learn to ride courses held.



2,639 violations issued and 134 driving while impaired arrests during inaugural Summer Traffic Task Force.

Culture of Safety Implementation Measures

Community Ratings for Ease of Travel

The County 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. The most recent survey was conducted in August and September 2024.

Two notable shifts in transportation satisfaction occurred between 2017 and 2024. Walking satisfaction peaked at 60% in 2021 before declining to 52% in 2024 - near 2017 levels. Meanwhile, car travel satisfaction rose from below 50% in 2017 to become the highest-rated mode by 2024, driven by improved perceptions of traffic flow on major streets (26% to 38%). Resident satisfaction with travel by bike and public transportation remained steady.

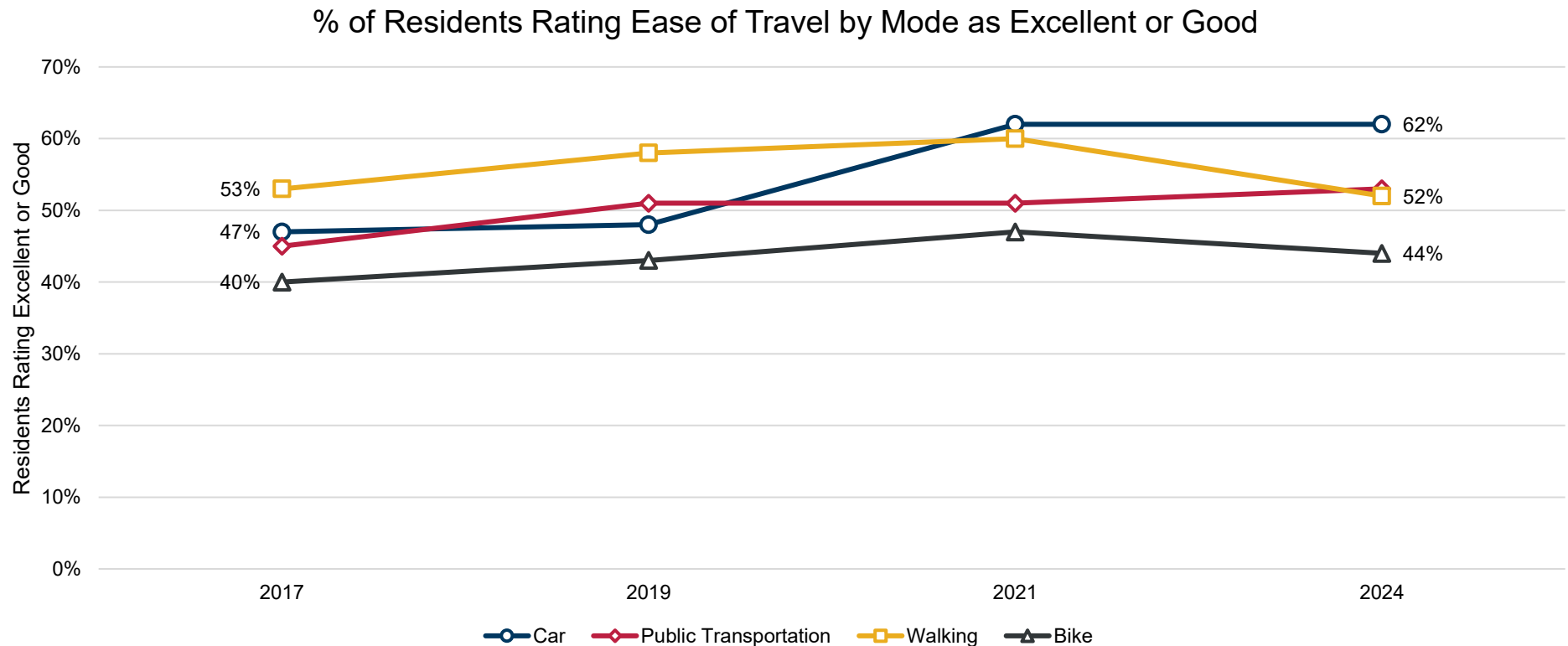


Figure 3 - Percentage of Montgomery County residents rating ease of travel by mode of transportation as "Excellent" or "Good."

Community Protective Measures and Behavior

Observed seatbelt use has remained at or above 94% since 2020. While only 4% of all crashes recorded no restraint use between 2020 and 2024, 43% of fatal crashes involving a person inside a vehicle were not restrained.

Of the “big 5” behaviors leading to serious and fatal crashes, no major changes from 2023 to 2024 for all crashes. The drops for distraction and failure to yield between 2023 and 2024 were the result of changes to the statewide crash reporting system for driver contributing circumstances. See the [State of Roadway Safety](#) section for a breakdown of fatal crashes.

Factor	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Percentage of drivers in Montgomery County wearing seatbelt	96%	93%	95%	93%	91%	95%	95%	96%	95%	94%
Percentage of crashes with speeding ⁹	9%	7%	8%	8%	8%	10%	9%	8%	8%	6%
Percentage of crashes with impairment	7%	7%	7%	7%	6%	8%	8%	7%	5%	6%
Percentage of crashes with distraction ¹⁰	50%	52%	53%	53%	56%	56%	55%	55%	54%	7%
Percentage of crashes with lack of seatbelt or car seat	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Percentage of crashes with driver failing to obey stop sign, traffic signal, or other traffic control ¹¹	21%	22%	22%	24%	26%	27%	27%	27%	27%	17%

⁹ [Starting in 2024](#), the contributing circumstance “exceeded the speed limit” was no longer an option.

¹⁰ [Starting in 2024](#), subjective options such as “inattentive” or “lost in thought” were no longer an option.

¹¹ Changes in crash reporting [starting in 2024](#) where available options changed.

Montgomery County Government as a Safety First Employer

From FY19 to FY25, property damage claims for County Government vehicles decreased 38%. Claims decreased by 5% from FY24 to FY25 and are 38% lower than FY19, the last pre-COVID year. The Transportation and Police departments, which have the most claims, saw reductions of 14% and 5%, respectively, from the previous year.

	FY19	FY20	FY21	FY22	FY23	FY24	FY25
Collisions involving County-owned vehicles¹²	949	891	684	749	654	619	585

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 actively monitored the direct transportation of patients with traumatic injuries to trauma centers. In 2024, there was a small decrease from 100% to 99.3%.

	2019	2020	2021	2022	2023	2024
Percentage of trauma patients directly transported to trauma center	100%	100%	100%	100%	100%	99.3%

¹² 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 270 serious and fatal crashes in 2024, excluding interstate roadways, in Montgomery County, a 5% decrease from the 2015 to 2019 pre-COVID-19 average. Compared to 2023, there were 15 more serious and 2 more fatal crashes.

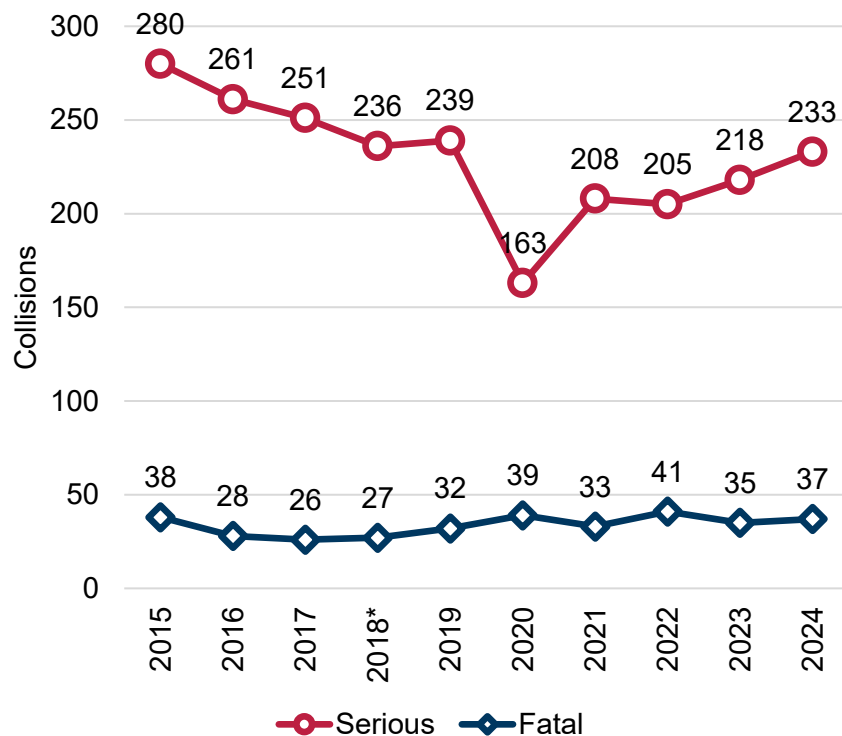


Figure 4 - Serious and fatal collisions by year.
 *2018 shows one less fatality than listed in the 2030 Plan as it was closed as a homicide.

For serious injury crashes, vehicle occupant and cyclist involved were below the pre-COVID average and pedestrian-involved were at the pre-COVID average. Serious injury crashes were more affected by changes in overall travel compared to fatal crashes, with the fewest serious crashes for all modes in 2020 during the peak of the COVID-19 pandemic. Serious crashes then increased post-2020 as travel increased and full-time telework decreased. (See [page 10](#) for data on vehicle miles traveled and changes in trips to work).

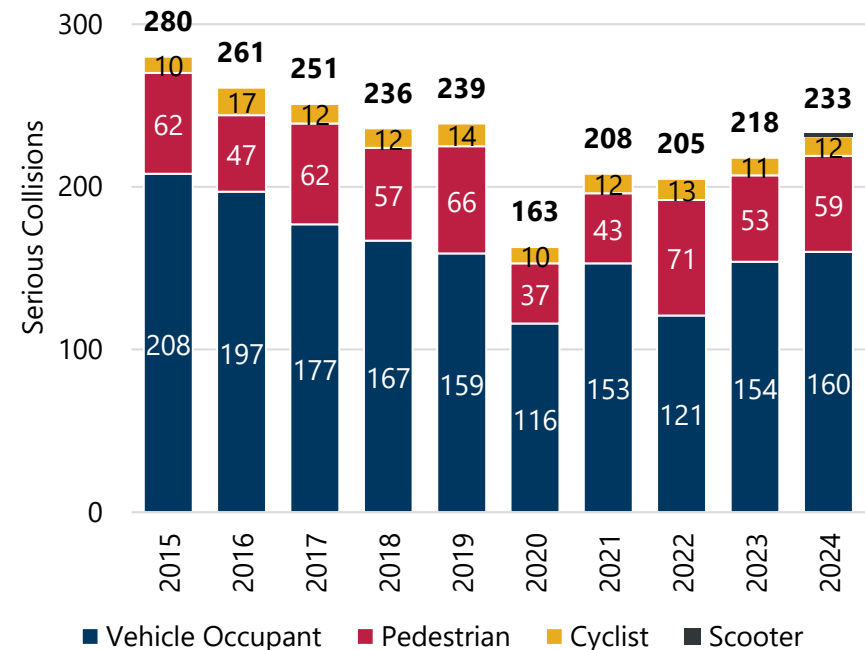


Figure 5 - Serious collisions by year and roadway user. Starting in 2024, human and low power scooters were broken out into a new non-motorist category.

Despite recording the lowest number of serious injury crashes in 2020, that year also saw the second-highest number of fatal crashes (39) during the 2015-2024 period. One notable change since the COVID-19 pandemic was the increase in impairment-related fatal crashes. The percentage of fatal crashes involving at least one impaired party jumped from 26% between 2015 and 2019 to 46% between 2020 and 2024. While impairment-related fatal crashes have declined since their 2020 peak, they remained above the historical average in 2024. The increase in impaired users in a fatal crash has increased for people driving vehicles and people on foot. (See [page 17](#) for detailed breakdown of impairment-related fatal crashes by year and road user).

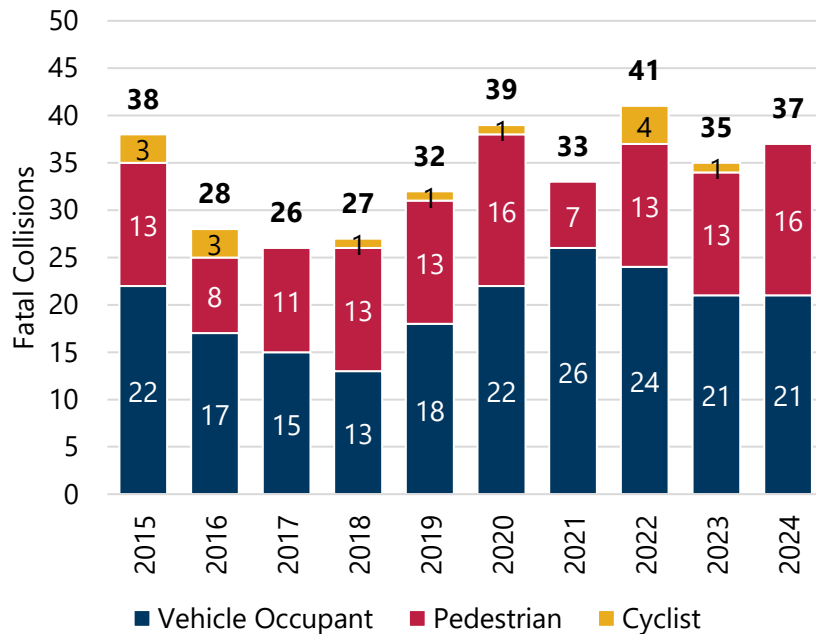


Figure 6 - Fatal collisions by year and roadway user.

91% of serious and fatal crashes were on State and County Government maintained roadways in 2024. The distribution of serious and fatal crashes closely mirrored the amount of traffic on the roadways with State Highway Administration roadways having 56% of serious and fatal crashes and carried 53% of non-interstate, non-toll road traffic.

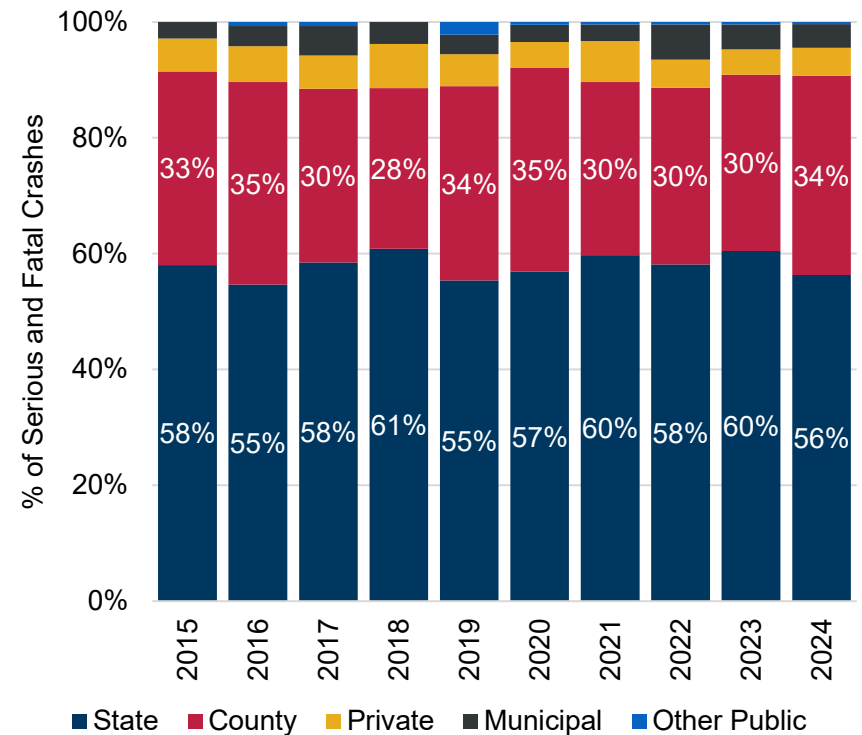


Figure 7 - Serious and fatal collisions by roadway owner. Due to rounding, each year may not add to 100%.

Fatal Crash Factors by Year

Fatal Crashes All Modes

In 2024, there were 37 fatal crashes resulting in 37 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, nighttime, and roadway departure crashes.

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
All Fatal Crashes	38	28	26	27	32	39	33	41	35	37
Total Fatally Injured	40	33	27	30	33	41	36	45	36	37
<i>Impairment (Any Unit)</i>	10	3	8	10	9	23	11	15	20	16
<i>Impairment (Driver Only)</i>	9	1	7	5	8	16	10	13	12	10
<i>Speed Related</i>	3	3	12	13	7	20	20	16	17	6
<i>Distraction</i>	1	1	2	3	4	3	4	2	2	0
<i>Hit and Run</i>	1	1	2	2	1	2	1	2	3	6
<i>Nighttime Crash</i>	23	12	13	17	14	28	20	16	23	24
<i>On Saturday and Sunday</i>	11	8	8	10	15	13	8	11	17	16
<i>Roadway Departure</i>	12	6	3	5	8	12	7	11	13	9
<i>On State Road</i>	25	13	18	15	12	27	23	25	23	28

Motor Vehicle Occupant Fatal Crashes

Fatalities involving people inside a motor vehicle were the lowest since 2018. The drop in fatalities was aided by fewer fatalities involving people who did not wear a seatbelt and driving impaired.

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Motor Vehicle Occupant Fatal Crashes	16	14	11	8	15	19	18	22	17	13
Total Fatally Injured	18	19	12	11	16	21	21	25	18	13
<i>Fully or Partially Ejected</i>	0	3	1	2	2	4	3	3	4	1
<i>No Seatbelt</i>	5	6	5	4	4	7	9	11	9	2
<i>Driver Impairment</i>	6	0	5	2	7	13	8	11	8	5
<i>Roadway Departure</i>	5	8	8	4	8	9	11	13	11	5
<i>Single Vehicle Crash</i>	11	6	3	4	8	10	7	8	10	3
<i>Angle Crash</i>	2	3	3	1	2	5	4	6	1	3

Motorcycle/Moped Fatal Crashes

8 motorcycle fatalities in 2024 were the highest since 2021. In 5 out of 8 crashes, the motorcycle driver was impaired by alcohol, drugs, or both. The average blood alcohol content was 0.18, 2.25 times above the legal limit of 0.08. The majority of crashes, 5 out of 8, occurred in the intersection involving striking or being struck by another vehicle.

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Motorcycle/Moped Fatal Crashes	6	3	4	5	3	3	8	2	4	8
Total Fatally Injured	6	3	4	5	3	3	8	2	4	8
<i>Motorcyclist/Moped without helmet</i>	1	0	0	0	0	0	2	1	0	0
<i>Impairment (All Involved Parties)</i>	0	1	1	1	0	2	2	1	3	5
<i>At or Related to Intersection</i>	5	1	4	3	2	2	7	1	2	5

Pedestrian Fatal Crashes

There were 3 more pedestrian fatalities in 2024 compared to 2023. There were three fewer impairment-related crashes, but remain above the pre-COVID average. The median BAC for an impaired pedestrian in 2024 was 3 times the legal driving limit. At this level of alcohol impairment, reaction times and decision making are severely impaired and reaching alcohol poisoning. The impairment-related crashes were one contributor to increasing nighttime crashes since 2020.

By roadway owner, 12 out of 16 were on a State Highway Administration owned roadway, 3 were on a County Government roadway, and one was in a private parking lot.

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Pedestrian Fatal Crashes	13	8	11	13	13	16	7	13	13	16
Total Fatally Injured	13	8	11	13	13	16	7	14	13	16
<i>Impairment (All)</i>	3	2	2	7	2	7	1	3	9	6
<i>Impairment (Ped Only)</i>	0	2	1	5	1	7	1	2	8	5
<i>Impairment (Driver Only)</i>	2	0	1	1	0	0	0	1	1	1
<i>Impairment (Driver AND Ped)</i>	1	0	0	1	1	0	0	0	0	0
<i>Pedestrian Age 55+</i>	5	6	8	5	7	8	4	8	5	2
<i>Nighttime Crash</i>	9	6	6	10	7	12	5	7	12	12
<i>At or Related to Intersection</i>	8	6	7	5	5	11	3	7	5	7
<i>Driver Turning</i>	1	1	1	1	3	1	1	1	0	1

Cyclist Fatal Crashes

In 2024, there were zero cyclist fatalities. 2024 was the third out of the past ten years without a cyclist fatality.

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Cyclist Fatal Crashes	3	3	0	1	1	1	0	4	1	0
Total Fatally Injured	3	3	0	1	1	1	0	4	1	0
<i>Impairment (any unit)</i>	1	0	0	0	0	1	0	0	0	0
<i>Impairment (driver impaired)</i>	0	0	0	0	0	1	0	0	0	0
<i>At or Related to Intersection</i>	2	2	0	1	0	0	0	2	1	0
<i>Motor Vehicle Driver Turning</i>	0	0	0	0	0	0	0	2	0	0
<i>Young Cyclist Fatal (19 and under)</i>	1	1	0	0	1	0	0	2	0	0

Comparing Fatal Crash Frequency 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 2023 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.

Fatal crashes increased across the region between 2019 and 2023. Montgomery County saw a 22% increase, near the 20% average for all benchmark counties. This upward trend was consistent across DC, Maryland, and Virginia at the state level. Among individual jurisdictions, only Fairfax City and County, Virginia, experienced a decrease, while the City of Baltimore matched its 2019 total. All other benchmark jurisdictions in the area had increases.

For comparing fatality rates in 2023, Montgomery County had the fourth-lowest fatality rate both per vehicle miles traveled and third-lowest per capita compared to peer jurisdictions in the region. If the county's fatal crash rate per capita were at the national average, there would be 75 to 80 more fatalities on our roads each year.

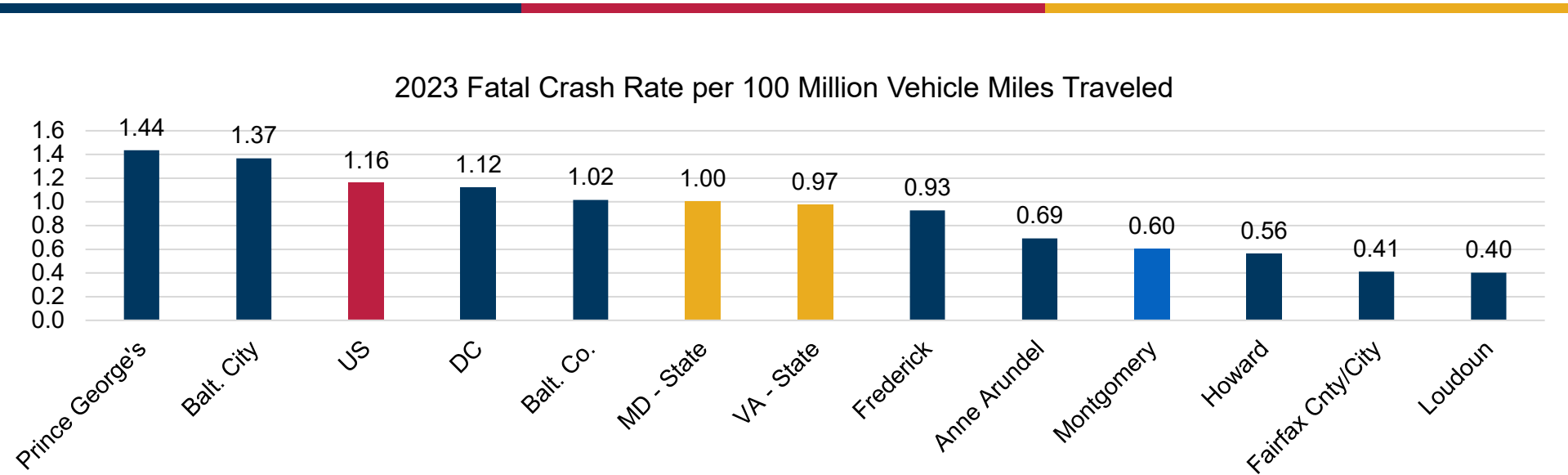


Figure 8 - Comparison of Montgomery County's fatal crash rate per 100 million vehicle miles traveled to peer jurisdictions in the area, state, and nation.

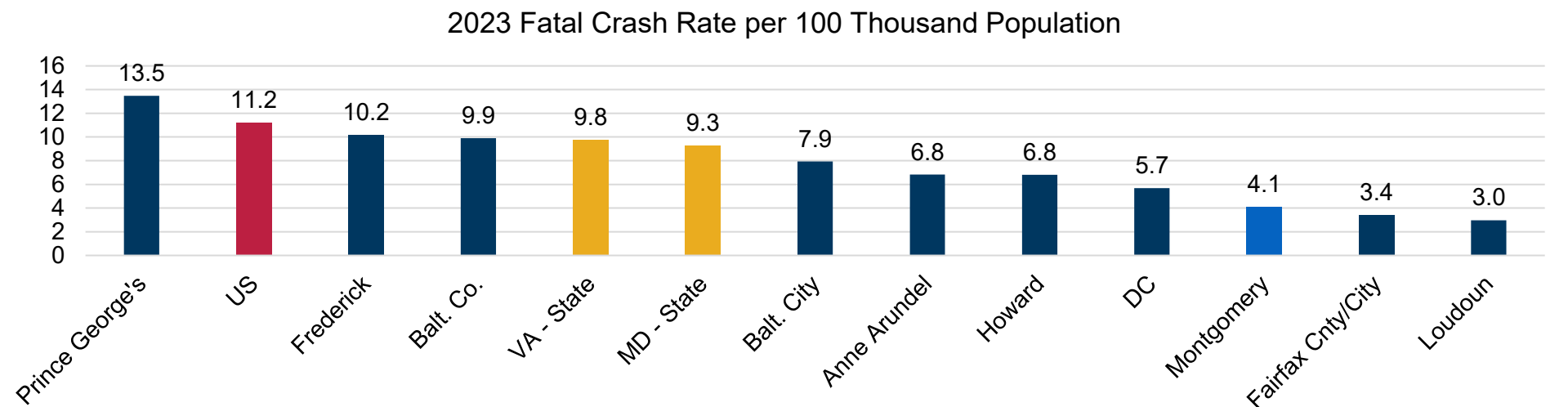


Figure 9 - Comparison of Montgomery County's fatal crash rate per 100 thousand population to peer jurisdictions in the area, state, and nation.

2024 Fatal Crash Map

The map below displays the 37 fatal crashes during calendar year 2024 by roadway user against the high injury network (HIN)¹³. Twenty-eight (76%) were on State roads, 8 (22%) on County roads, and 1 (2%) in a private parking lot. Fifteen out of 37 fatal crashes (41%) occurred on HIN corridors, matching the 2015-2019 pattern of 41% of serious and fatal crashes occurring on the HIN.

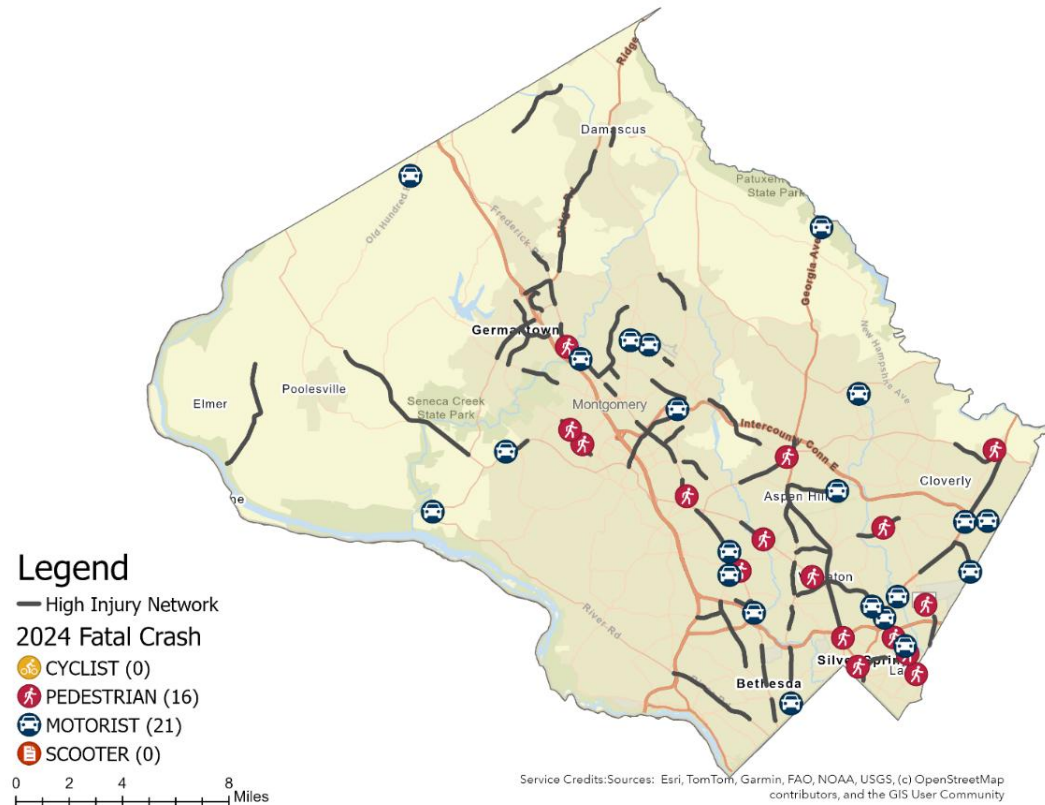


Figure 10 - Map of Montgomery County showing 2024 fatal crashes and high injury network. The map excludes fatal crashes on the interstates, Intercounty Connector (MD 200), and federal roads.

¹³ 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.











FY25 Work Plan by Action Item











This section of the FY25 annual report provides implementation details for the plan's 45 action items and 113 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 FY25.
- **Contributor:** Department(s) that had a minor or supporting role in FY25.
- **FY25 Completion:** The percentage of the FY25 Work Plan completed, weighted by the resource intensiveness of each task.
 - ○ ○ ○ ○ Not Started
 - ○ ○ ○ ○ 0-20% Complete
 - ● ○ ○ ○ 21-40% Complete
 - ● ● ○ ○ 41-60% Complete
 - ● ● ● ○ 61-80% Complete
 - ● ● ● ● 81-99% Complete
 - ● ● ● ● 100% Complete
- **Work completed:** Narrative and photos showing the work completed under the action item during FY25. 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	24
S-2: Intersection Redesign		No	28
S-3: Frequent, Protected Crossings		Yes	29
S-4: Signal Timing and Phasing		Yes	31
S-5: Corridor Access Management		No	32
S-6: Roadway Departure		No	33
S-7: Separated, Low-Stress Bicycle Facilities		Yes	33
S-8: Safe Trail Crossings		No	36
S-9: Safe Routes to School Engineering Projects		No	37
S-10: Provide Safety Upgrades During Routine Maintenance		No	41

Action	Completion	Priority Action	On Page #
S-11: Improved Lighting		Yes	41
S-12: Sidewalk Repair and Clearance		No	42
S-13: Sidewalk Construction and Upgrades		Yes	42
S-14: High Visibility Equipment and Markings		No	43
S-15: Shared Streets		No	44
S-16: Data Informed Decisions		No	45
S-17: Equitable Project Intake and Selection		No	46
M-1: Examine Speed Limit on all Projects		Yes	46
M-2: Speed Management Policy		No	48
M-3: Enforcement of Speed Limits		No	48

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.

FY25 Lead: Transportation, State Highway Administration

FY25 Contributor: Transportation Planning Board/Council of Governments

FY25 Completion: ●●●●●

FY25 Work Completed:

High injury network (HIN) projects progress from study, design, then construction of short- and mid-term recommendations. During FY25, 18 HIN corridor projects across County and State roads were underway.

Study/Safety Audit: In FY25, MCDOT completed four roadway safety audit studies on County roads, 4 design projects on-going, and MDOT SHA had 5 safety audits and design projects as part of their [Pedestrian Safety Action Plan](#).

- 4 County HIN corridors with completed roadway safety audits
 - Randolph Road from New Hampshire Avenue to Glenmont Circle
 - Democracy Boulevard from Old Georgetown Road to I-270 Interchange
 - Redland Road from Frederick Road (MD 355) to Baederwood Lane
 - East Gude Drive from Frederick Road to Southlawn Lane
- 4 County HIN corridors advancing studies for longer-term pedestrian and bikeway projects.
 - [Shady Grove Road from Midcounty Highway to Fallsgrrove Boulevard](#) - Project team held a public meeting in July 2024 with two concept options. The project remains at the earliest stage of design - facility planning.
 - [Middlebrook Road from Germantown Road to Great Seneca Highway](#) - The project remains at the earliest stage of design - facility planning.
 - [Cherry Hill Road from Old Columbia Pike to the County Line](#) - bikeway project is at 35% design and MCDOT staff are preparing for Mandatory Referral to the Planning Board.
 - [Piney Branch Road from the Sligo Creek Trail to New Hampshire Avenue \(MD 650\)](#) - bikeway project reached 70% design.
- 5 State HIN corridors under study and design
 - [University Blvd \(MD 193\) from Georgia Avenue to Colesville Road](#) - Design is underway. SHA is currently evaluating countermeasures and developing concepts.

- [New Hampshire Ave \(MD 650\)](#) from University Boulevard (MD 193) to Powder Mill Road - Design finalized in winter 2025 and construction started in July 2025.
- [Montgomery Village Ave/Midcounty Hwy \(MD 124\)](#) from Frederick Road (MD 355) to Saybrooke Oaks Boulevard/Woodfield Road- in the design phase with a public informational workshop held May 5.
- Spencerville Rd (MD 198) from Athey Road to Lions Den Road - SHA design for speed cushions on the road to address vehicle speeds as part of [SHA's quick build projects](#).
- [River Road \(MD 190\) Corridor Safety Study from Brookside Drive to Little Falls Parkway](#) – Project completed planning phase in June 2025. SHA will finish design and implement updated bikeway and pavement markings in fall 2025.

Design: Two County roads on the high injury network were under or completed design in FY25 with two additional projects on-going related to bus rapid transit projects listed under action item T-1.

- [Montgomery Village Avenue](#) from Wightman Road to Midcounty Highway mid- to long-term design completed. Pavement and marking recommendations to be implemented with planned repaving project in summer 2025 with pedestrian hybrid beacon installations to follow.
- [Randolph Road](#) from Connecticut Avenue to Georgia Avenue advanced medium- and long-term design in FY25 with support from the [Regional Roadway Safety Program](#).
- [Veirs Mill Road Bicycle Pedestrian Priority Area Improvements](#) reached final design milestone and now working on right-of-way acquisition in order to build expanded sidewalks and shared use path. Additional project outreach is planned for fall 2025.
- [MD 355 \(Rockville Pike/Frederick Road\) bus rapid transit](#) was undergoing required federal and state environmental processes. Final design will take place from 2026-2027 and construction will take place from 2028-2031.

Construction: Two County HIN Corridors completed short-term recommendations, the County completed connecting sidewalk projects along New Hampshire Avenue, and two projects were delayed into next year.

- [Randolph Road](#) from Connecticut Avenue to Georgia Avenue – all short-term signing and marking updates including refreshing and adding marked crosswalks, replacing signs, and adding additional posted speed limit signs along the side of the road and in the medians.
- Crystal Rock Drive from Century Blvd to Father Hurley Blvd – A traffic signal at Crystal Rock Drive and Waters Landing was activated in October 2024. All short term improvements identified by the HIN reports are complete including replacing faded or damaged signs, installing additional speed limit signs.
- New Hampshire HIN study was completed in 2021. This fiscal year, MCDOT [completed the construction of all safety improvements identified by the study on service roads and connections](#) to New Hampshire Ave. SHA completed [preliminary](#)

[concepts](#) and held a public informational workshop in September 2024. SHA's project was in design through winter 2025 with construction starting summer 2025.

- Construction projects delayed into FY26:
 - [Montgomery Village Avenue](#) from Wightman Road to Midcounty Highway expended to start in late summer 2025.
 - Mt. Pisgah sidewalk to be built before the end of calendar year 2025.

The table below provides the current status for the top 10 County HIN corridors. Roadway safety audits have been completed for all ten with short-term construction completed on 7.

HIN Corridor	Road Safety Audit	Design Short Term	Construction Short Term	Design Long Term	Construction Long Term
East Gude Dr from Crabbs Branch Way to Southlawn Ln	FY25				
Snouffer School Rd from Cherry Laurel Ln to Woodfield Rd	FY22	FY23	FY23		
Lost Knife Rd from Montgomery Village Ave to Odenhal Ave	FY23	FY23	FY23	<i>To be advanced by development</i>	<i>To be advanced by development</i>
Shady Grove Rd from Frederick Rd to Midcounty Hwy	FY21	FY21	FY22	Began FY23	
Randolph Rd from Connecticut Ave to Georgia Ave	FY23	FY24	FY25	FY25	
Middlebrook Rd from Germantown Rd to I-270	FY17	FY21	FY21	Began FY23	
Randolph Rd from Kemp Mill Rd to New Hampshire Ave	FY25				
Crystal Rock Dr from Father Hurley Blvd to Germantown Rd	FY23	FY24	FY25	FY26	
Bel Pre Rd from Georgia Ave to Layhill Rd	FY16/ FY22	FY22	FY22	FY24 / FY25	FY26
Montgomery Village Ave from Snouffer School Rd to Midcounty Hwy	FY24	FY24	FY26	FY25	FY26 ¹⁴

¹⁴ Does not include construction of shared use path on south side.



Figure 11 - Roadway safety audit team walks Randolph Road east of Georgia Avenue.



Figure 12 - New sidewalk installed with grass buffer on New Hampshire Avenue Service Road.



Figure 13 - Before and after at the intersection of Crystal Rock Drive at Waters Landing Drive. Along with a new traffic signal, new high visibility crosswalks and raised concrete medians along Crystal Rock Drive were installed.

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.

FY25 Lead: Transportation, State Highway Administration

FY25 Contributor: N/A

FY25 Completion: ●●●●●①

FY25 Work Completed:

- [Connecticut Avenue \(MD 185\) at Jones Bridge Road/Kensington Parkway](#) – State Highway Administration completed in January 2025 included removing the free right-turn from eastbound Jones Bridge Road to southbound Connecticut Avenue, reconstruction of traffic signals, and a shared use path along eastbound Jones Bridge Road.
- Completed 9 crossing improvement 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 – Design is finalized. Construction is delayed and will be advanced as part of the RAISE grant to build a new north entrance for the North Bethesda Metro Station.
- Design completed and construction started in May 2025 for Elrod Road and Saul Road intersection at Silver Creek Middle School. The project reconfigures the intersection with traffic calming along Saul Road.
- Construction underway for [Bradley Boulevard and Wilson Lane](#) that included reconstructing the traffic signals with high visibility backplates, compliant sidewalk ramps, and additional left-turn lane.
- MCDOT received a grant from USDOT under the Safe Streets and Roads for All (SS4A) program to implement quick build projects at up to 100 locations. MCDOT is working with FHWA Maryland to develop a grant agreement.



Figure 14 - As part of a Safe Routes to School walkshed study, the intersection of Glenwild Road & Margate Road was converted to a roundabout.

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.

FY25 Lead: Transportation, State Highway Administration

FY25 Contributor: N/A

FY25 Completion: ●●●●●

FY25 Work Completed:

Since the Vision Zero initiative started in fall 2017, MCDOT and SHA have installed 64 new traffic signals and pedestrian hybrid beacons with more than 40 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 15 on the next page.

During FY25, MCDOT installed 4 traffic signals and 3 pedestrian hybrid beacons.

Traffic signals installed

- Josiah Henson Parkway and North Park.
- Crystal Rock Drive & Waters Landing Dr/Cloverleaf Center Dr.
- Randolph Road and Bregman Rd.
- Brink Road and Blunt Road.

Pedestrian Hybrid Beacons installed

- Flower Avenue and Plymouth Street.
- Cedar lane and East/West Parkhill Drive.
- Old Columbia Pike and at Oakhurst Drive.

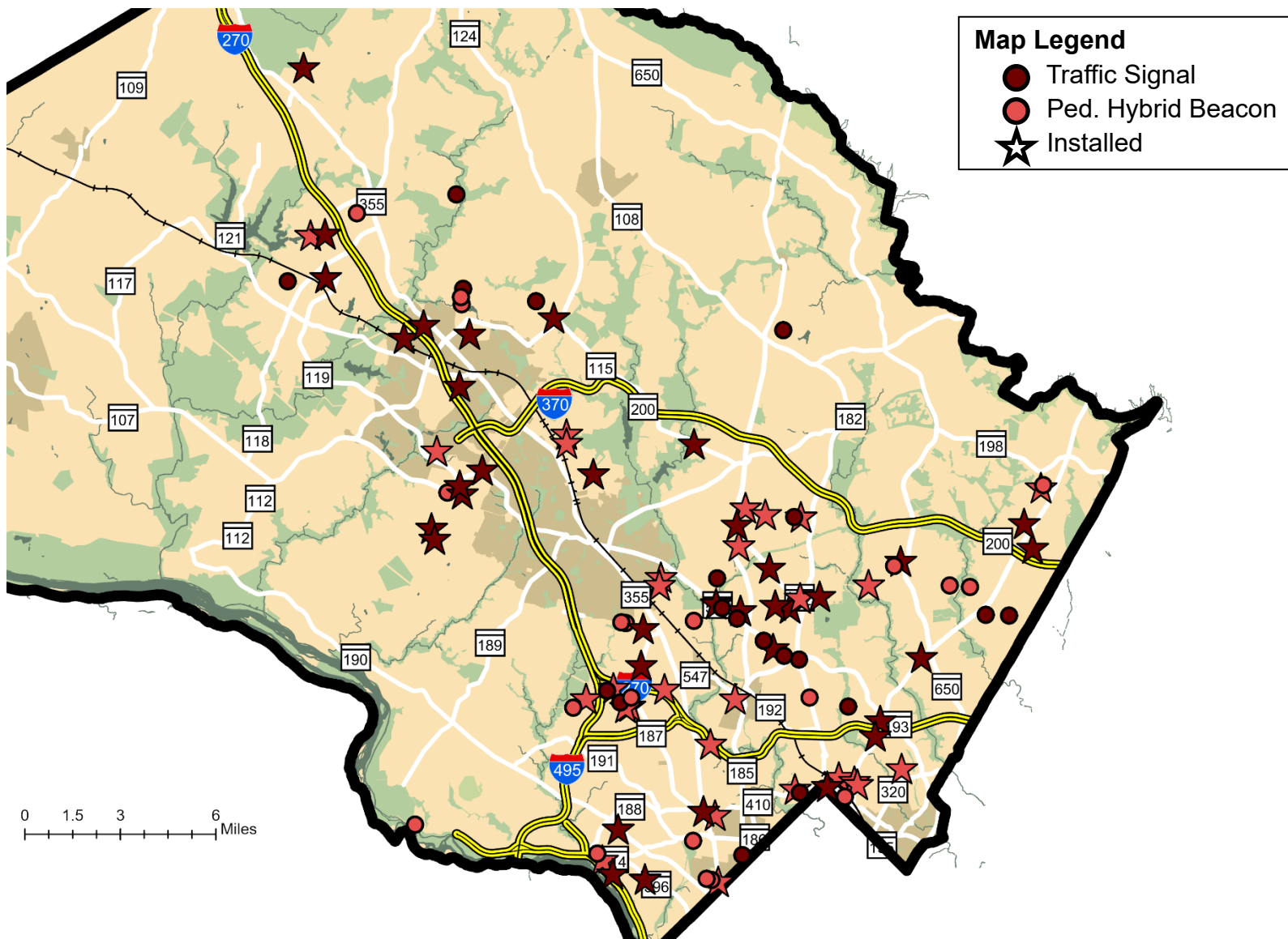


Figure 15 - Map of installed and scheduled traffic signals and pedestrian hybrid beacons.

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

FY25 Lead: Transportation, State Highway Administration

FY25 Contributor: N/A

FY25 Completion: ●●●●○

FY25 Work Completed:

The Safe Streets Act of 2023 was passed by the County Council and signed by the County Executive in September 2023. MCDOT identified 232 traffic signals required to be studied for changes under the Safe Streets Act of 2023. 18 locations had no pedestrian crossings or were a pedestrian only crossing (no turning traffic, typically mid-block) and excluded for a total of 214 signals. 150 signalized intersections inside Downtown and Town Center areas required study for lead pedestrian interval and right-turn-on-red prohibitions.

As of June 30, 2025, 118 out of 214 signals requiring a leading pedestrian interval have an LPI installed. Eighty-five were installed in FY25 with 33 installed in FY24. MCDOT expects to finish all locations by fall 2025 with less than a dozen locations on hold pending upcoming construction or other disruption.

MCDOT completed all no-turn-on-red installations in the Central Business Districts in Silver Spring, Wheaton, and Bethesda, and Friendship Heights Downtown area. MCDOT expects to wrap up sign installations in fall 2025.

Signal and beacon needs identified in Safety Audits:

- Montgomery Village Avenue Roadway Safety Audit identified and the Signals Team has scheduled two pedestrian hybrid beacons.
- Randolph Road safety design project identified the need for a pedestrian hybrid beacon along Randolph Rd and Bluhill Road.
- At Overlea Road and Sangamore Road near Washington Waldorf School. MCDOT changed the signal timing to allow extra time for pedestrians to walk and safely cross the intersection.
- Signal phasing planned for the intersection of Stedwick Road and Watkins Mill Road based on crash data.

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.

FY25 Lead: Transportation, State Highway Administration

FY25 Contributor: N/A

FY25 Completion: ●●●●○

FY25 Work Completed:

Signal timing adjustments for left turns as part of overall signal optimization projects:

- Old Georgetown Road and Tuckerman Lane
- Great Seneca Highway and Longdraft Road
- Old Georgetown Road and Rock Spring Drive
- Fernwood Road and Democracy Boulevard

Safe Routes to School left turn prohibitions:

- Left turn modifications (no left turn during school hours) at Bauer Drive/Burnside Drive at Earle B. Wood Middle School and at the Stedwick Road entrance to Stedwick Elementary School.
- A left turn modification was made at Woodlin Elementary School, restricting left turns from the school entrance to reduce traffic queues and the potential for crashes.

Access management policy update: A full update to access management in the County Regulations is on hold until the County Code is updated to reflect the recommendations in the access management study. Code update is likely to begin late-2025 or into 2026.

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.

FY25 Lead: Transportation, State Highway Administration

FY25 Contributor: Maryland Highway Safety Office

FY25 Completion: ●●●●●

FY25 Work Completed:

Last fiscal year, MCDOT applied to the State Highway Administration to use Highway Safety Improvement Program (HSIP) funding to implement high friction surface treatments at targeted locations with high run-off-the-road crashes at curves. On December 6, SHA awarded the County Government \$975,000 to implement the proposed project. SHA and the County are working on the grant agreement and permitting.

MCDOT added dynamic curve warning signs (lights flash as vehicles pass) along westbound E. Randolph Road between Billington Road and Tourmaline Court to address the high rate of crashes during wet roadway conditions.

The MCDOT Divisions of Highway Services and Transportation Engineering & Operations utilized the paving schedule to advance the High Injury Network recommendations for roadway marking updates along [Montgomery Village Avenue](#).

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.

FY25 Lead: Transportation, Parks, State Highway Administration

FY25 Contributor: Planning

FY25 Completion: ●●●●○

FY25 Work Completed:

During FY25, MCDOT and SHA had 4 projects completed or under construction, 7 completed design and were ready for construction, and 14 projects were under design. Further details on all bikeway projects can be found on [MCDOT's Bikeways page](#).

- 4 bikeway projects completed or under construction as of June 30, 2025
 - [Capital Crescent Trail along the Purple Line](#) construction was 62% complete and currently scheduled to open in spring 2026 ahead of Purple Line opening in winter 2027.
 - [Good Hope Road shared use path](#) construction finished in December 2024. The extension is still in design and ongoing coordination between the County and Parks.
 - [Marinelli Road Separated Bike Lane Phase 1](#) construction completed summer 2025. Phase 2 is pending the construction of Parcel H (between Citadel Avenue and Nebel Street) and expected to be completed by fall 2025. Phase 2 is expected to start construction in summer/fall 2026.
 - [Metropolitan Branch Trail Phase 2A](#) construction started spring 2024 and on-going. Construction will be substantially complete by fall 2026.
- 7 bikeway projects with final design and awaiting start of construction
 - [Amherst Avenue Bikeway](#) finished design with property acquisition to start summer 2025 and construction to start spring 2026.
 - [Fenton Street cycle track](#) plans are at 100% with some revisions being undertaken to reduce utility impacts. Expect revised final design to be complete and utility relocation to start fall 2025. Right-of-way acquisition underway and expected to be complete by January 2026. Construction expected to start mid- to late-2026 and last 18 to 24 months.
 - [MacArthur Boulevard from I-495 to DC](#) to be advanced with scheduled resurfacing project as one construction project. Contracting underway in summer 2025.
 - [McComas Ave Neighborhood Greenway](#) design completed and construction expected in fall 2025 upon receiving final permits and scheduling construction crew.
 - [MD355 Grosvenor shared use path](#) has received all necessary permits. Construction to start late fall 2025 now that WMATA has finished the track work blocking the northbound right lane of MD 355.
 - [MD355 Clarksburg Shared Use Path](#) – Property acquisition needs to finish prior to starting construction. MCDOT continues to work with SHA on construction preparation.
 - [Veirs Mill Road Bicycle & Pedestrian Improvements](#) reached final design with utility relocation starting fall 2025.

- 14 bikeway projects in design
 - [Bowie Mill Road Bikeway](#) design started in FY23 and reached 90% in FY25. Design will be completed in FY26 with construction scheduled for FY28.
 - [Burlington Ave/13th St Separated Bike Lanes](#) design started in summer 2024 and on-going. A construction timeframe has not yet been set.
 - [Carroll Avenue Separated Bike Lanes](#) had mandatory referral to the Planning Board in October 2024 and reached 70% design in summer 2025. Additional public outreach planned in fall 2025 as the project approaches 90% design.
 - [Cheltenham Drive bikeway](#) progressing towards 70% design with final design expected in summer 2026 and construction starting in spring 2027.
 - [Cherry Hill Road Bikeway](#) was at 35% design and preparing to go for mandatory referral. The project missed the 70% design milestone for the year as project scope and design expanded and working with development in the area.
 - [Dale Drive Shared Use Path and Safety Improvements](#). Ongoing coordination with WSSC on water and sewer main relocation design. 100% design completion anticipated in fall 2025.
 - [East Silver Spring Greenway](#) reached 70% design and expected to complete design in fall 2025.
 - [Flower Avenue Separated Bike Lanes](#) (also related to action item T-1) reached 70% design with utility coordination and right-of-way acquisition on-going.
 - [Heritage Triangle Trail – Phase I, Dr. Bird/Norwood Road from MD 108 to Layhill Road](#) reached 95% design and working on permits and memorandum of understanding with Montgomery Parks. Final design and construction starting summer 2025.
 - [Montgomery Ln/Ave Cycle track Phase 2C](#) design reached 95% design with plans being updated based on completed supplemental land survey work.
 - [Norwood Road Shared Use Path](#) at Blake High School was 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.
 - [Norwood Road Shared Use Path from MD108/Olney-Sandy Spring Road to Ashton Forest Way](#) reached 90% design in summer 2025 with design completion expected in winter 2025/2026. Construction starts as soon as summer 2026.
 - [Piney Branch Road Separated Bike Facilities](#) reached 35% design and scheduled for mandatory referral in September 2025.

- [Woodmont Phase II](#) (Wisconsin Ave to Miller Ave & Montgomery Ln to Norfolk Ave) reached 90% design and will finish design and start construction in FY26.



Figure 16 - New pedestrian bridge installed as part of Good Hope Road project.



Figure 17 - Marinelli Road bikeway near North Bethesda Metro Station.

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.

FY25 Lead: Parks

FY25 Contributor: Transportation

FY25 Completion: ●●●●●

FY25 Work Completed:

- **Little Falls Parkway:** 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. 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 2024. The National Capital Planning Commission (NCPC) [reviewed the project on September 5](#) and approved the preliminary and final site development plans. The project is scheduled to begin construction in early fall 2025.

- **SS4A Projects:** 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. Parks held the first public community meeting in early May 2024 and held a second round of feedback with a public meeting on March 20 with the comment through April 30. Parks advanced 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 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. Construction on the first batch of SS4A projects is planned in early 2026.
- **Trail Crossing and Traffic Calming Upgrades:** Parks continued [design of safety improvements](#) at various Park roadways, hard surface trails, and natural surface trails throughout the County. Parks completed construction of several trail crossing improvement projects throughout the County in the past year, and are continuing to build previously designed improvements and reduce its backlog of construction work. Parks also recently completed repair and repaving of Beach Drive from East West Highway (MD 410) to the D.C. boundary, which included new parking areas to provide safer accessibility to the Rock Creek Trail and additional speed tables and signage to calm traffic.

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.).

FY25 Lead: Transportation, State Highway Admin., Public Schools, Police

FY25 Contributor: Planning

FY25 Completion: ●●●●●

FY25 Work Completed:

During FY25, [walkability audits](#) were conducted at 15 schools. MCDOT has completed walkability audits at 89 public schools as of the end of FY25. This represents 58% of MCPS schools with a designated walk shed and not within a municipality.

- **10 Elementary Schools**

- Beverly Farms
- Flora M Singer
- Flower Valley
- Fox Chapel
- Highland
- Little Bennett
- Snowden Farm
- Strawberry Knoll
- Westover
- Woodlin

- **3 Middle Schools**

- Briggs Chaney
- Herbert Hoover
- Rocky Hill

- **2 High Schools**

- Clarksburg
- Montgomery Blair

Spot improvements in 9 school walk sheds

- Jackson Lane Elementary School
 - Pedestrian refuge island and white edge lines to narrow the roadway in front of school.
- Albert Einstein High School
 - All-way stop control at Astoria Road and Woodson Avenue.
- Capt. James E. Daly Elementary School
 - Convert intersection to all-way stop at Brandermill Drive/Bloomington Court/School Entrance.
- Forest Knolls Elementary School
 - Conversion of intersections to roundabouts at Dennis Avenue at Marvin Road and Edgewood Avenue.

- Conversion of intersection at Glenwild Road & Margate Drive to a roundabout.
- New Hampshire Estates Elementary School
 - All way stop conversions at 11th Avenue at Quebec Street and Chickasaw Drive.
- Potomac Elementary School and Library
 - Conversion of Glenolden Drive and Counselman Road to an all-way stop controlled intersection.
 - Plan to install approximately 350 linear feet of sidewalk along Counselman Road.
- Rock Creek Valley Elementary School
 - Four-way stop and crosswalk installation at Russett Road at Drake Drive
- Rosemary Hills Elementary School
 - Curb extensions at Sundale Road at Quinton Road
 - Bump out at Sundale Drive at Ross Road
 - Curb extension on the northeast corner to accommodate the crossing of Milford Avenue
 - Bump Out and Marked crossings on Porter Rd at Maywood Ave and Milford Ave.
- Wheaton Woods Elementary School
 - All way stop control at Parkland Drive and Falcon Street
 - Planned upgrade to full traffic signal at Parkland Drive and Faroe Place

Over 10,000 linear feet (1.9 miles) of sidewalk were built under the Safe Routes to School program. Additional neighborhood sidewalk projects built by MCDOT also support safe trips to and from school.

- 350 linear feet of sidewalk along Counselman Road leading to St. Andrews Episcopal School.
- Approximately 500 linear feet of sidewalk along the southern side of Tuckerman Lane.
- Sidewalk on the west side (odd numbered homes) of Marvin Road from Ordway Drive to Edgewood Avenue
- Sidewalk on the east side (even numbered homes) of Ladson Road from Edgewood Avenue to Ordway Drive

Speed limits are evaluated as part of on-going Safe Routes to School walkability audits and reduced speed limit from 25 mph to 20mph around 3 schools:

- Bannockburn Elementary
- DuFief Elementary
- Ritchie Park Elementary (City of Rockville)



Figure 18 - Intersection narrowing and straightened crosswalks at Sundale Drive and Quinton Road near Rosemary Hills Elementary.



Figure 19 - Lane narrowing and pedestrian island at Dennis Avenue and Julep Road near Sligo Middle.



Figure 20 - Conversion of intersection of Dennis Avenue, Edgewood Avenue, Marvin Road to a roundabout.



Figure 21 - New marked crosswalk, pedestrian island, and centerline added in front of Parkland Middle School.

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.

FY25 Lead: Transportation

FY25 Contributor: Utility Companies

FY25 Completion: ●●●●○

FY25 Work Completed:

Major FY25 paving and safety project focused on the Montgomery Village Avenue High Injury Network project to advance 3 miles of improved pavement conditions and safety project at one time.

[Kensington Parkway shoulder improvement project](#) agreement underway. Agreement is being routed for signatures between Montgomery County and WSSC. Once the agreement is signed then a schedule for summer construction can be finalized.

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.

FY25 Lead: Transportation, Utility Companies

FY25 Contributor: Transportation Planning Board/Council of Governments, Planning

FY25 Completion: ●●●●○

FY25 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 coordinate with PEPCO to ensure its public inventory of streetlights shows correctly on their app.

Lighting Projects:

- Central Business District lighting projects: Silver Spring CBD installation and upgrades were underway along with Wheaton. Proposal for final Silver Spring upgrades returned June 30. Bethesda CBD installations completed early September 2024.
 - [US 29 streetlighting](#) construction did not start. The project was awaiting the final memorandum of understanding and plan approval from SHA.
 - Neighborhood lighting projects
 - Archdale Road (3 lights) with PEPCO for construction.
 - Pheasant Run Drive and Longdraft Road (1 light at crosswalk) with PEPCO for construction.
 - Beech Ave at Bethesda Trolley Trail (2 lights) installed.
 - Persimmon Tree Road (30 lights) completed.
-

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.

FY25 Lead: Transportation

FY25 Contributor: State Highway Admin.

FY25 Completion: ●●●●●

FY25 Work Completed:

MCDOT Highway Services utilizes on-going sidewalk condition surveys to proactively address sidewalk grade differentials and has inspected over 80,000 differentials in the past 6 years. Sidewalk repair is an on-going effort each year with new grade differentials added when the sidewalk survey is updated

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.

FY25 Lead: Transportation

FY25 Contributor: State Highway Admin.

FY25 Completion: ●●●●●

FY25 Work Completed:

Oak Drive / MD27 Sidewalk: Phase 1 has been designed and constructed. For phases 2 and 3, final design is expected by fall 2025 and construction in the second half of 2026.

Sidewalk Minor Projects: 30,567 linear feet of new sidewalk was constructed in FY25.

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

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.

FY25 Lead: Transportation, State Highway Admin.

FY25 Contributor: N/A

FY25 Completion: ●●●●●

FY25 Work Completed:

***Crosswalk refreshes and installation*:** During FY25, more than 600 crosswalks were refreshed through MCDOT's maintenance program, with more refreshed or added through other construction or maintenance projects. SHA continued its [crosswalk initiative](#) in FY25, with 625 upgrades made across Maryland and 185 made in Montgomery County.

***Retroreflective borders (signal head backplates)*:** MCDOT has installed retroreflective borders at eight existing signalized intersections and at five new signals and pedestrian hybrid beacons (PHB).



Figure 22 - Signals and beacons with retroreflective borders improve conspicuity at night.

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.

FY25 Lead: Transportation, Parks, Urban Districts

FY25 Contributor: Planning

FY25 Completion: ●●●●●

FY25 Work Completed:

Facility Planning for Norfolk Ave and Newell St Shared Streets: Norfolk facility planning is complete. Newell Street 15% conceptual design completed Q3 FY25.

Streeteries:

- Wheaton: Price Ave streaterie in operation and maintained by Mid-County Regional Service Center.
 - 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.
-

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.

FY25 Lead: Police, Planning, Transportation, Office of Management and Budget

FY25 Contributor: Vision Zero Coordinator, Maryland Highway Safety Office, Maryland State Police

FY25 Completion: ●●●●●

FY25 Work Completed:

- The County continues to work with Maryland State Police and Maryland Highway Safety Office to improve the ACRS 2.0 statewide crash reporting system. In January, Maryland Department of Transportation, Maryland State Police, and Maryland Institute for Emergency Medical Services Systems (MIEMSS) secured [\\$13.2 million over five years in federal funding](#) to upgrade the State's crash reporting system, and streamline the exchange of data across local, state and federal agencies.
 - The [Vision Zero data website](#) includes a monthly summary report for non-motorist (pedestrian, bicycle, and scooter riders) involved crashes.
 - The Maryland Highway Safety Office continues to provide timely updates to the [statewide fatal crash dashboard](#).
 - In the coming year, the project map will be updated to add more information and move to the newest version of the application.
-

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.

FY25 Lead: Transportation, Management and Budget, Vision Zero Coordinator, Police

FY25 Contributor: Planning

FY25 Completion: ●●●●○

FY25 Work Completed:

Review Distribution of Community Requests: The community requests report was not finished by the end of the fiscal year. The report will be completed during FY26 to include more years of post-COVID data and include analysis of requests for speed cameras.

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.

FY25 Lead: Transportation, State Highway Admin.

FY25 Contributor: N/A

FY25 Completion: ●●●●●

FY25 Work Completed:

As part of Safe Routes to School project, around Bannockburn Elementary, DuFief Elementary School, Highland View Elementary, Ritchie Park Elementary (City of Rockville), and Hoover Middle.

Highways with posted speed limits decreased during FY25:

- Shady Grove Road from Muncaster Mill Road (MD 115) to Crabbs Branch Way - 45 to 40 MPH.
- Sam Eig Highway from Fields Road to Great Seneca Highway - 45 to 40 MPH.
- Montrose Road from Falls Road to Tower Oaks Boulevard - 45 to 40 MPH.
- Zion Road from Brookeville Road to Riggs Road - 40 to 35 MPH.

MCDOT has an [online map](#) to show all County maintained roadways with recent posted speed limit changes including neighborhood road changes. Changes made by the State Highway Administration can be found at [SHA's project map](#).

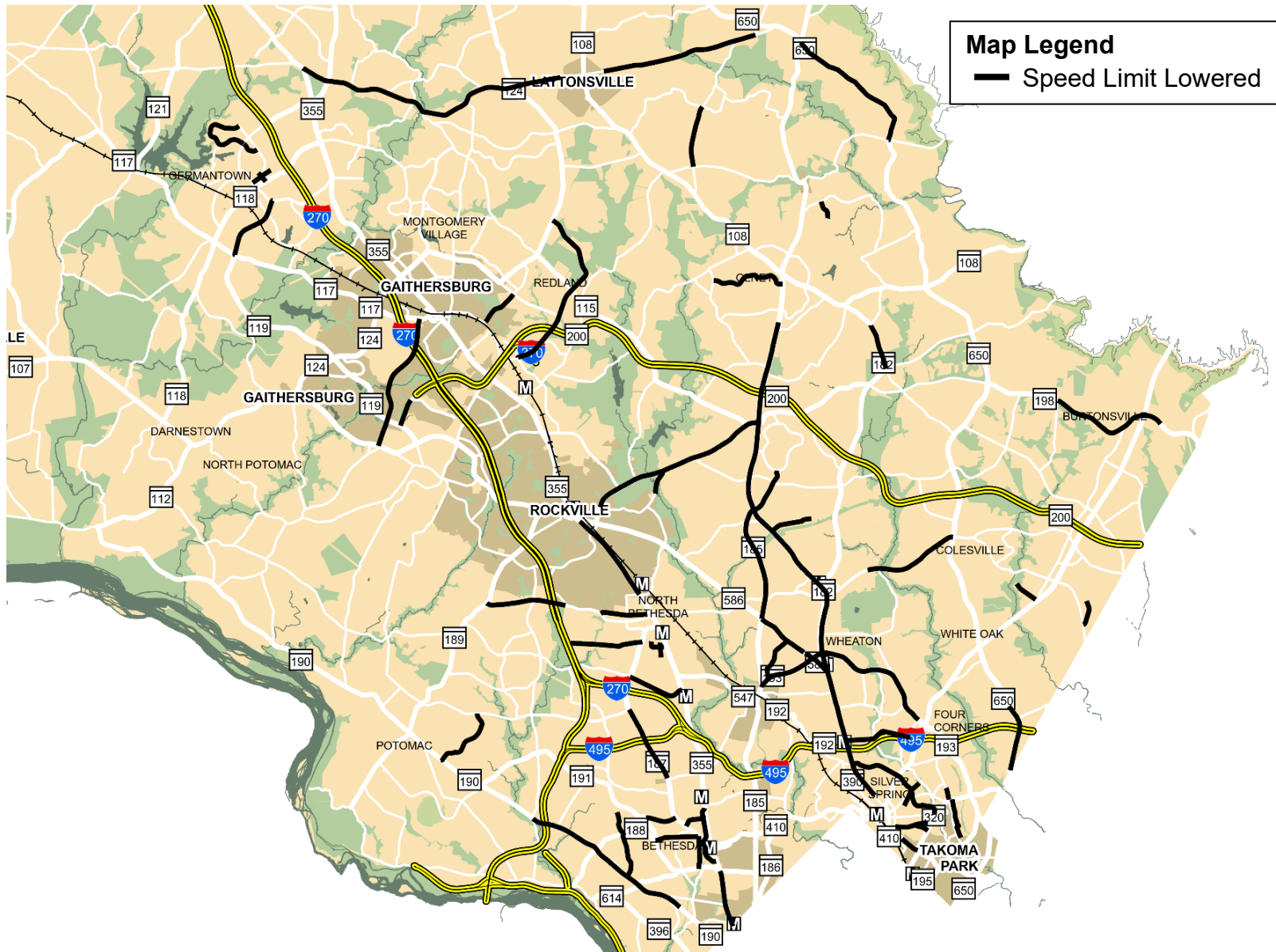


Figure 23 - Roadways with speed limit lowered by MCDOT or SHA in past five years. Map does not include neighborhood 20 MPH zones.

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.

FY25 Lead: Transportation, Planning

FY25 Contributor: N/A

FY25 Completion: ●●●●●

FY25 Work Completed:

- The Master Plan of Highways and Transitways was adopted in September 2025. It assigned target speeds to most roadways in the county.
- MCDOT is developing updates to the County Regulations under Chapter 49 to bring the regulations in line with Vision Zero and the Complete Streets Design Guide. Draft regulations are presently with the Office of the County Attorney (OCA) for review. Upon resolving outstanding issues with OCA, the regulations will be published into the Register and ultimately transmitted to Council for action.
- The County supported [House Bill 963](#) during the 2025 Maryland General Assembly to give the County and municipalities more leeway to lower posted speed limits, but the bill did not pass and removing the State Law requirements for performing a speed study would not have changed federal requirements under the Manual of Uniform Traffic Control Devices to perform a speed study. A similar bill, [Senate Bill 424](#), would have removed the State Law requirements for a traffic study to lower a posted speed limit in an urban area by 5 miles per hour.

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.

FY25 Lead: Police

FY25 Contributor: Transportation

FY25 Completion: ●●●●●

FY25 Work Completed:

MCPD continues to utilize MHSO grant funding during specified statewide "wave" enforcement periods.

From May through July, Montgomery County Police and allied local and state law enforcement agencies held a Summertime Traffic Task Force focused on impaired driving and other factors that lead to serious injuries and fatalities. The task force activity included 134 DUI arrests, 956 traffic stops, 1,222 citations, 1,331 warnings, 86 equipment repair orders, 26 criminal alcohol related citations and 47 breath tests performed.

Ten portable camera units were added to the speed camera fleet in fall 2024 as part of the contracted fleet expansion. On August 1, 2024, Montgomery County Police [published an updated list of approved speed camera corridors](#) with 44 new blocks newly approved for automated speed enforcement.

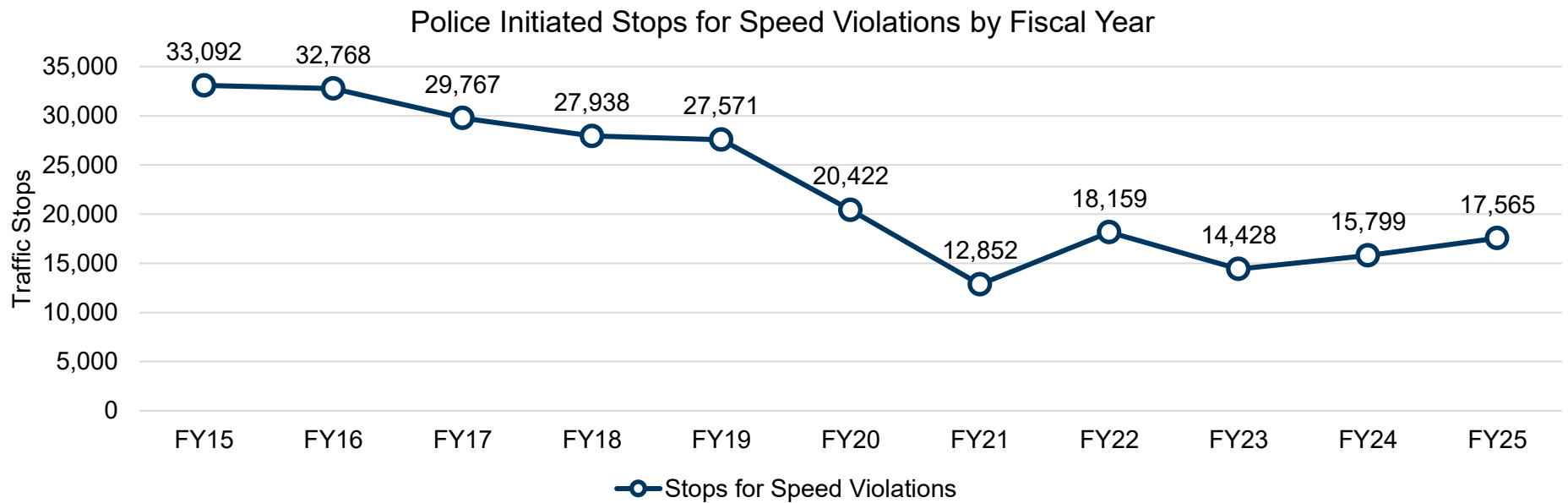


Figure 24 - Traffic stops by Montgomery County Police officers with at least one warning or citation for speeding. Note FY20 and FY21 had lower traffic volumes due to the COVID-19 pandemic and FY22-25 had fewer approved traffic officer positions.

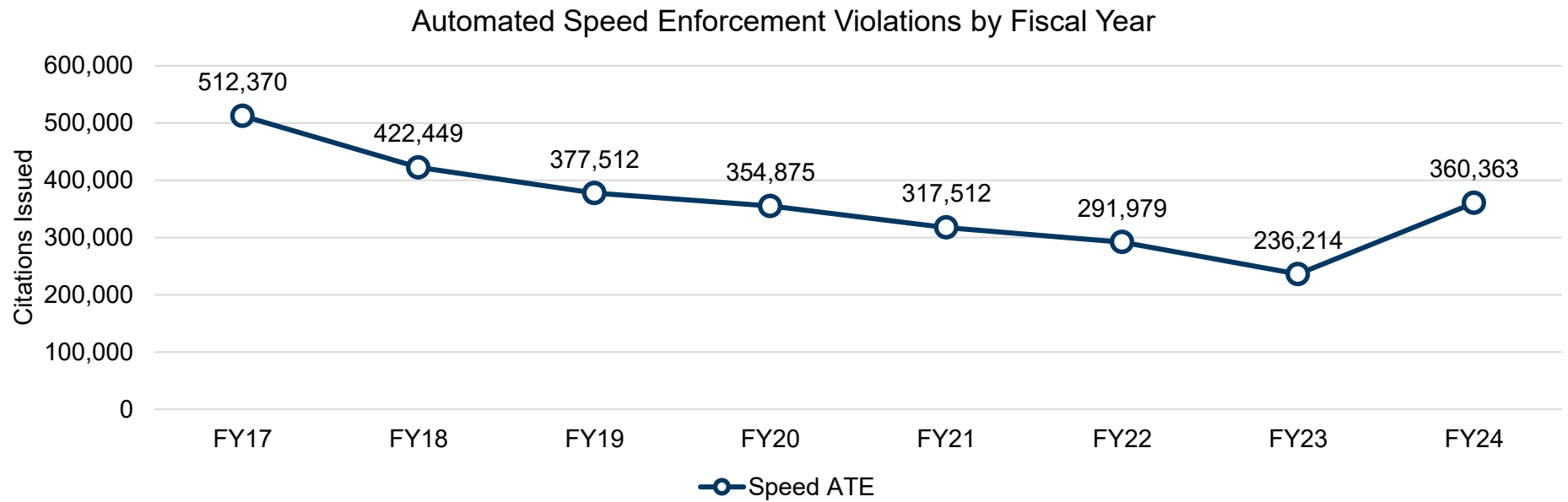















Figure 25 - Citations by fiscal year from the Safe Speed program. Speed camera violations increased in FY24 with the additional cameras in the fleet and new approved locations. Final FY25 citation data were not available at the time of this publication.

Multimodal Future Action Items

Action	Completion	Priority Action	On Page #
T-1: Pedestrian and Bicycle Infrastructure Improvements Along New Transportation Projects		Yes	52
T-2: Transit Stop Safety		Yes	54
T-3: School Bus Stop Safety		No	54
T-4: Eliminate Sidewalk Obstructions		No	55
T-5: Maintenance of Travel (MOT) during Sidewalk and Road Closures		No	55
T-6: Bike and Micromobility Parking		No	56
T-7: Curbside Management		No	57
T-8: Snow Removal from Bike Facilities, Sidewalks, and Transit Stops		No	57
T-9: Parking Lot Design and Construction		No	58

Action	Completion	Priority Action	On Page #
T-10: Safety Audit of County Owned Parking Lots and Garages		No	58
C: Transportation and Land Use Planning		No	58
V-1: Safer County Vehicle Fleet		No	59
V-2: Prepare for Autonomous Vehicles		No	60

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.

FY25 Lead: Transportation, Planning

FY25 Contributor: State Highway Administration

FY25 Completion: ●●●●●

FY25 Work Completed:

Bus Rapid Transit (BRT) Design

- [Veirs Mill Road BRT](#) – MCDOT recently completed design and now working on right-of-way acquisition along the corridor. Additional community outreach is planned for fall 2025.
- [MD355 BRT](#) – The project is currently within the Project Implementation phase. MCDOT is undergoing required federal and state environmental processes. Final Design will take place from 2026-2027 and Construction will take place from 2028-2031.
- [US29 Flash Phase 2](#) - MCDOT is developing the concept to a preliminary level of design. By fall 2025, the BRT team expects to complete preliminary design.

Trail, Sidewalk, and Bikeway Projects along the Purple Line

- The overall Purple Line project was 81% complete with the Capital Crescent Trail construction 62% complete. The CCT is scheduled to open in spring 2026 with the Purple Line running in winter 2027.
- [Purple Line Bicycle Pedestrian Priority Area \(BiPPA\)](#)
 - [Flower Avenue Separated Bike Lanes](#) reached 70% design with utility coordination and right-of-way acquisition on-going.
 - [Carroll Avenue Separated Bike Lanes](#) had mandatory referral to the Planning Board in October 2024 and reached 70% design in summer 2025. Additional public outreach planned in fall 2025 as the project approaches 90% design.
 - [Piney Branch Road Separated Bike Facilities](#) reached 35% design and scheduled for mandatory referral in September 2025.
 - New sidewalk proposals were developed for neighborhoods around the [Takoma-Langley](#) and [Piney Branch](#) stations.
- 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 along [University Boulevard West](#) between Amherst Avenue and Dennis Avenue [were evaluated](#) in fall 2024. The evaluation found non-compliance was 1%, increased travel time of only 20 seconds for people in cars, and 7% reduced trip time for people riding the bus.
- 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. Due to strong bus performance and in response to local feedback, the bus lanes were made permanent with revised hours of operation. The decision to make the bus-only lanes permanent was supported by Montgomery County and Metro.



Figure 26 – Bus only lane along Georgia Ave. Photo courtesy of [MDOT](#).



Figure 27 – Fresh bus lane red paint along University Boulevard W.

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.)

FY25 Lead: Transportation

FY25 Contributor: WMATA, State Highway Administration

FY25 Completion: ●●●●●

FY25 Work Completed:

- Design progressing for safety corridors to include improved bus stop safety along Bel Pre Road and Randolph Rd.
- Construction for bus stop safety improvements along Montgomery Village Avenue scheduled for summer 2025.
- Bus Stop 26280 at Milford Avenue and Sundale Drive was consolidated with Stop 2000185 at East-West Highway and Sundale Drive as part of neighborhood and school walk shed study.
- Upgrades to bus stops along bikeways in Downtown Silver Spring has completed design and permitting. Construction expected to start fall 2025.
- The [Ride On Route Restructuring Study](#) was completed and Ride On implemented the Year One service changes on June 29 along with WMATA's Better Bus service changes.

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.

FY25 Lead: Public Schools, Transportation

FY25 Contributor: N/A

FY25 Completion: ●●●●●

FY25 Work Completed:

- ***School Bus Stop Locations:*** The County released its [FY24 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 coordinate information sharing for students struck walking to/from school or a school bus stop to ensure proper follow-up investigation for the crash.

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.

FY25 Lead: Transportation, State Highway Admin., Environmental Protection

FY25 Contributor: N/A

FY25 Completion: ●●●●●

FY25 Work Completed:

- **Targeted education campaign for proper bin placement:** The County will need to fund or find an external grant to create a new awareness campaign.
- **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.

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.

FY25 Lead: Permitting Services, Transportation, State Highway Admin.

FY25 Contributor: N/A

FY25 Completion: ●●●●●

FY25 Work Completed:

The Department of Permitting Services [maintains interactive apps showing active permits](#), including right of way (ROW) permits. 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.

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.

FY25 Lead: Transportation

FY25 Contributor: N/A

FY25 Completion: ●●●●●

FY25 Work Completed:

Silver Spring Secure Bike Parking: Design is complete. Project is ready to bid and expected to go to bid in summer 2025.

Construction is expected to start in fall 2025. Project was delayed due to unavailability of funds until the start of FY25.

Micromobility Corrals: A micro mobility dockless e scooter corral has been installed at Montgomery College beside the current Capital Bikeshare Station, 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 3 e-scooter classes in the spring at various locations in the County (an additional planned course in May was cancelled). These classes provide people interested in using e-scooters with instruction on 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 28 - Screenshot from MCDOT video on safe and legal parking for e-scooters.

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.

FY25 Lead: Transportation, Planning

FY25 Contributor: N/A

FY25 Completion: ●●●●●

FY25 Work Completed:

Bethesda curbside pilot: 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.

Curbside Management Project: The Transportation and Planning Departments are advancing this project jointly. The project's consultant was given the Notice to Proceed in May 2025 and the project is expected to take one year. Task 1 (Literature Review) was completed July 2025. Task 2 (Policy Development) will begin August 2025.

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.

FY25 Lead: Transportation, Parks, State Highway Admin.

FY25 Contributor: General Services

FY25 Completion: ●●●●●

FY25 Work Completed:

MCDOT Division of Highway Services addressed eight storms during winter 2024/2024. All roads were cleared and treated as needed and sidewalk snow removal was activated four times January through March.

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.

FY25 Lead: Planning

FY25 Contributor: Transportation

FY25 Completion: ●●●●●

FY25 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. Grant agreement was signed in December 2024. A contractor was selected and work started in spring 2025.

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.

FY25 Lead: Transportation

FY25 Contributor: N/A

FY25 Completion: ●●●●●

FY25 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.

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.

FY25 Lead: Planning

FY25 Contributor: Transportation

FY25 Completion: ●●●●●

FY25 Work Completed:

Update to Growth and Infrastructure Policy: The 2024-2028 Growth and Infrastructure Policy was adopted in November 2024.

Update to Master Plan of Highways and Transitways: The update to the Master Plan of Highways and Transitways is complete. The Planning Board transmitted its draft to Council in April 2025, and the County Council approved the plan on July 29, and M-NCPPC adopted it in September 2025.

University Boulevard Corridor Plan: The University Boulevard Corridor Plan had Planning Board work sessions during the spring 2025 and the board voted on Thursday, June 12, 2025, to approve the University Boulevard Corridor (UBC) Plan. The plan was transmitted to the Montgomery County Council for review and further public engagement.

Glenmont Corridors Opportunity Study: The study was completed in March 2025.

Implementing Pedestrian Master Plan: Continued coordination between Montgomery County Government and Montgomery Planning on the Safe Streets Act, Parking Lot Design Study, Updated Lighting Guidelines, MCDOT's Accessible Design Guide. Updates on pedestrian facilities will be included in the upcoming 2025 Travel Monitoring Report.

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.

FY25 Lead: General Services

FY25 Contributor: Transportation, Police, Fire/Rescue Service

FY25 Completion: ●●●●●

FY25 Work Completed:

As Montgomery County continues to modernize its vehicle fleet it will continue to include enhanced safety features like collision avoidance, blind spot monitoring, backup cameras, parking sensors, and other safety enhancements as automotive manufacturers

make them available.

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

FY25 Lead: Vision Zero Coordinator











FY25 Contributor: Transportation, General Services, Planning



FY25 Completion: ●●●●●

FY25 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.
-

Culture of Safety Action Items

Action	Completion	Priority Action	On Page #
P-1: Outreach and Education to the Community		No	62
P-2: Collaboration with Community Partners and Ambassadors		No	64
P-3: Coordination of Campaigns		No	66
P-4: Ending Impaired Driving Deaths		Yes	67
P-5: Expansion of Automated Enforcement		No	70
P-6: Focused Enforcement Efforts		No	72
P-7: Expand Safe Routes to School		No	74
P-8: Bike Riding and Safety Courses		No	75
P-9: County Employees using Fleet Vehicles		No	77
P-10: Conspicuity for County Employee Uniforms		No	77

Action	Completion	Priority Action	On Page #
R-1: Prompt Medical Service		No	78
R-2: Planning and Coordination for Safe Traffic Incident Management		No	78

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.

FY25 Lead: Transportation, Vision Zero Coordinator

FY25 Contributor: Public Information Office, Regional Services Centers

FY25 Completion: ●●●●●

FY25 Work Completed:

La Abuelina campaign pilot: La Abuelina was put forward for funding the last two budget cycles but was not funded. Based on other budget and grant funding priorities, La Abuelina was not selected to move forward in FY25. The summary is [available on the Vision Zero website](#).

Coordinated Safety Campaigns:

- The MCDOT Pedestrian Safety Team held 189 events in FY25. Outreach included Walking Wednesdays, bike rodeos, booths at shopping malls and plazas, safety presentations at senior centers, and a booth at the Motor Vehicle Administration.
- The County submitted grant proposals for the 2025 Maryland Highway Safety Office outreach and law enforcement grants in February with the status pending as of the close of FY25.

Event photos available on [MCDOT Traffic's Flickr](#).



Figure 29 – MCDOT staff go door-to-door along for the New Hampshire Avenue Service Road sidewalk project.



Figure 30 – Residents review plans for neighborhood safety project.



Figure 31 - Outreach for pedestrian hybrid beacons along Fenton Street.



Figure 32 - Car seat safety demonstration during a parent coffee session at Georgian Forest Elementary.

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.

FY25 Lead: Transportation, Vision Zero Coordinator

FY25 Contributor: Regional Services Centers, Public Information Office, Public Schools, Recreation

FY25 Completion: ●●●●●

FY25 Work Completed:

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

The MCDOT Pedestrian Safety Team held four pedestrian safety presentations and outreach events specifically for older adults in FY25. Many other outreach events, such as at grocery stores and the Motor Vehicle Administration, reached the older adult population.

- October 2024 - White Oak Recreation Center
- December 2024 - Potomac Community Center for Older Driver Safety Week
- March 2025 - North Potomac Senior Center
- April 2025 - Damascus Senior Center

2025 Youth Ambassador Program: The Vision Zero Youth Ambassador 2025 cohort started in January and ambassadors met weekly to develop their team projects with monthly in-person learning sessions. The program concluded with Safety Day on May 10 and graduation from the program on May 17.



Figure 33 - 2025 Vision Zero Youth Ambassadors as they start setting up for Safety Day.



Figure 35 - Participants in pedestrian safety resource session at White Oak Community Center.



Figure 34 - Vision Zero Youth Ambassador Team Lead gives an update.



Figure 36 - Outreach at HalloWheaton 2024.

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

FY25 Lead: Transportation, Vision Zero Coordinator

FY25 Contributor: Police

FY25 Completion: ●●●●●

FY25 Work Completed:

- MCDOT and MCPD continue to coordinate education, engagement, and law enforcement activities along high injury network corridors and where Safe Routes to School studies and Walking Wednesdays are on-going.
- High Injury Network projects with community feedback including public meetings and postcards sent to surrounding neighborhood to fill out survey:
 - MCDOT collected community feedback on the [Montgomery Village Avenue Safety Project](#) with a public meeting on March 27 and continuing to collect feedback through an online survey.
 - [Randolph Road](#) between Georgia Avenue and Connecticut Ave with public meeting on June 17.
 - Randolph Road between Glenallan Avenue and New Hampshire Road had survey postcards sent in late June 2025.
- During summer 2024, MCDOT's Pedestrian Safety Team performed [door-to-door outreach along New Hampshire Avenue](#) as part of the service roads sidewalk project.



Figure 37 - Public meeting for Randolph Road west of Georgia Avenue.

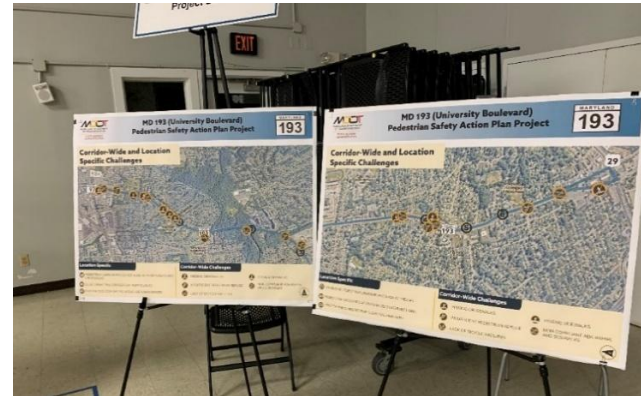


Figure 38 - Poster boards at public meeting for University Boulevard Pedestrian Safety Action Plan project.

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

FY25 Lead: Vision Zero Coordinator, Police

FY25 Contributor: Transportation, Public Information, Health and Human Services, Alcohol Beverage Services, Highway Safety Office

FY25 Completion: ●●●●●

FY25 Work Completed:

- Traffic stops resulting in an arrest for Driving Under the Influence of Alcohol or Drugs increased 12% from 772 in FY24 to 868 in FY25. However, this remains below the pre-COVID DUI arrests where the average was above 2,600 arrests. The reduction in officers in Traffic and vacancies in Patrol limit the amount of resources the department has available to dedicate to DUI enforcement compared to before 2020.
- Noah's Law update, to include driver's given probation before judgement for impaired driving, went into effect October 1.
- Since the County did not find a sponsor last legislative session for lowering the legal blood alcohol content (BAC) for impaired driving from 0.08 to 0.05, the proposal was not put forward for the 2025 Maryland General Assembly.
- Using the Transportation Planning Board's Regional Roadway Safety Program, DC area Vision Zero Coordinators developed a [regional anti-impaired driving plan](#).
- The County continues to promote [SoberRide](#) for holidays. [Over 2,200 people](#) used SoberRide over the winter holidays, [230 on the first year](#) of offering SoberRide on Super Bowl Sunday, and [over 700 on St. Patrick's Day](#) across the DC region.
- During the 8 week Holiday Alcohol Task Force, [244 drivers were arrested](#) for driving under the influence.
- From May through July, Montgomery County Police and allied local and state law enforcement agencies held a [Summertime Traffic Task Force](#) focused on impaired driving and other factors that lead to serious injuries and fatalities. The task force activity included 134 DUI arrests, 956 traffic stops, 1,222 citations, 1,331 warnings, 86 equipment repair orders, 26 criminal alcohol related citations and 47 breath tests performed.
- Cannabis labs continue to run year-round. These labs are now a required component of certification for all police officers that go through MCPD's police academy. Drugged driving incidents are increasing, and the importance of officers learning about the indicators of impairment is exponentially more important than it was even just a few years ago. With recreational cannabis now being legal in Maryland it is important for law enforcement to learn how to deter and detect cannabis impaired drivers.
- Enforcement waves with local and state agencies

- From November 20, 2024, through January 12, 2025, MCPD led the annual Holiday Alcohol Task Force which removed 244 impaired drivers off the road.
- On Wednesday, December 4, MCPD and allied local and state agencies held a corridor campaign along Route 355 from the DC line (Western Avenue) all the way to the Frederick County line (Route 109).
- On Wednesday, April 2, 2025, the Montgomery County Department of Police (MCPD) led a coordinated traffic enforcement detail on US Route 29 in collaboration with Maryland State Police, Maryland Transportation Authority Police, and Howard County Police. Approximately 40 officers participated in the operation, which ran from 9 a.m. to 2 p.m., with a focus on reducing traffic violations and enhancing safety along one of the county's busiest roadways. The initiative addressed five areas of enforcement: aggressive driving, pedestrian safety, distracted driving, seat belt compliance, and impaired driving. Officers made 271 traffic stops throughout the day, issuing 90 citations and 237 warnings. Additionally, 10 safety equipment repair orders were issued, and 3 CMV's and 1 CDL driver were placed "out of service" by department CMV inspectors.
- From May through July, Montgomery County Police and allied local and state law enforcement agencies held a Summertime Traffic Task Force focused on impaired driving and other factors that lead to serious injuries and fatalities. The task force activity included 134 DUI arrests, 956 traffic stops, 1,222 citations, 1,331 warnings, 86 equipment repair orders, 26 criminal alcohol related citations and 47 breath tests performed.

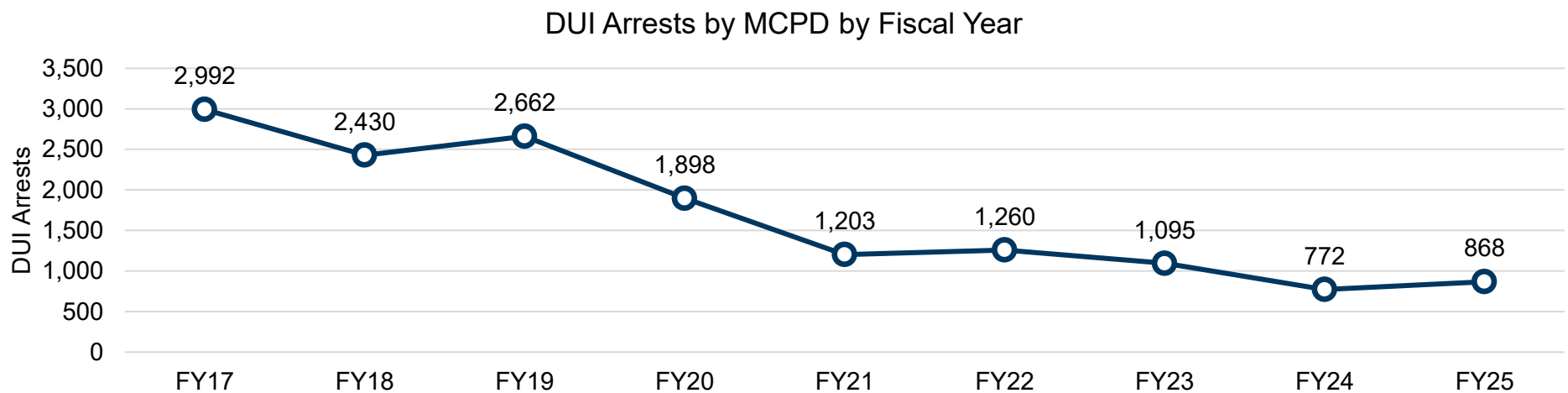


Figure 39 - Arrests by MCPD officers for driving under the influence of drugs and/or alcohol by fiscal year. Note FY20 and FY21 had lower traffic volumes due to the COVID-19 pandemic and FY22-24 had fewer traffic officer positions.



Figure 40 - Sergeant Patrick Kepp speaks at the 2024 Holiday Alcohol Task Force kickoff.



Figure 41 - August 2024 special operation for impaired commercial drivers.

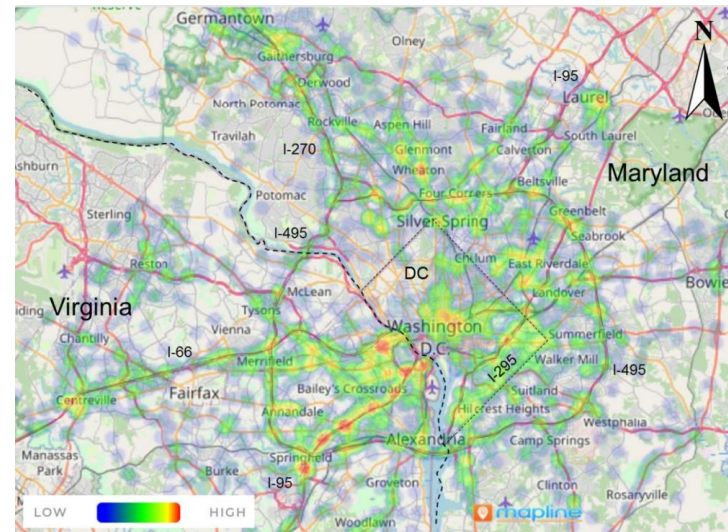


Figure 42 - Regional impaired driving crash hot spots developed for the Regionwide Data Driven Anti-Drunk Driving Campaign.

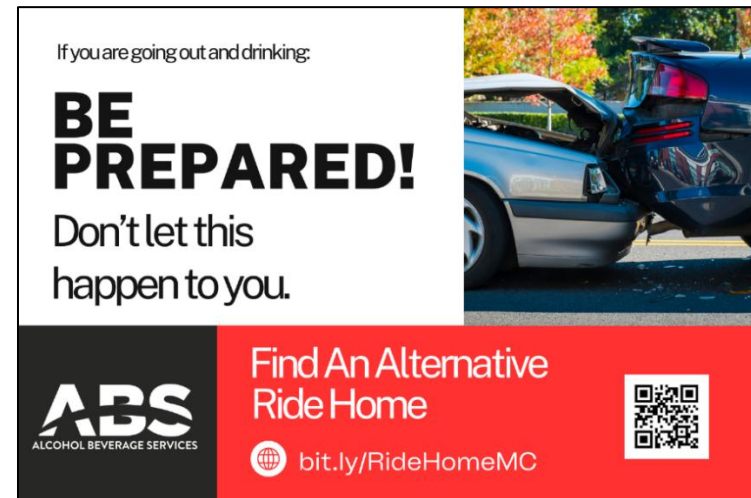


Figure 43 - Alternative ride home magnet given to liquor license holders. Also available in Spanish.

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.

FY25 Lead: Police

FY25 Contributor: Transportation

FY25 Completion: ●●●○○

FY25 Work Completed:

Expansion of Authorized Automated Enforcement through State Law:

During the 2025 Maryland General Assembly, Montgomery County supported the following automated traffic enforcement laws that were signed into law:

- [House Bill 182 and Senate Bill 118](#) – graduated fines for automated speed enforcement based on the driver’s speed.
- [House Bill 343 and Senate Bill 390](#) – a process efficiency bill allowing technicians to sign off on automated speed enforcement violations in addition to sworn police officers.
- [House Bill 988](#) – allowing the Maryland Transit Authority to use automated speed enforcement on the Montgomery County side of the Intercounty Connector (Maryland 200).
- [House Bill 1173](#) – allowing Montgomery County and municipalities within the county to place automated speed enforcement on high crash risk highways identified in a roadway safety plan.

Expansion of existing camera fleet:

- Automated Speed: Ten additional portable camera units were added to the speed camera fleet in fall 2024 as part of the contracted fleet expansion. On August 1, 2024, Montgomery County Police published an updated list of approved speed camera corridors and added 44 new blocks.
- Red-light: Connecticut Avenue (MD 185) at Aspen Hill Road at all four approaches. Columbia Pike (US 29) at Stewart Lane southbound approach.

Automated Enforcement Expansion Plan: The [2024 Automated Traffic Enforcement Plan](#) was sent to the County Council on September 11, 2024. The 2025 annual initially planned for summer 2025 was delayed as MCPD was working to address performance of its speed and red-light vendor.

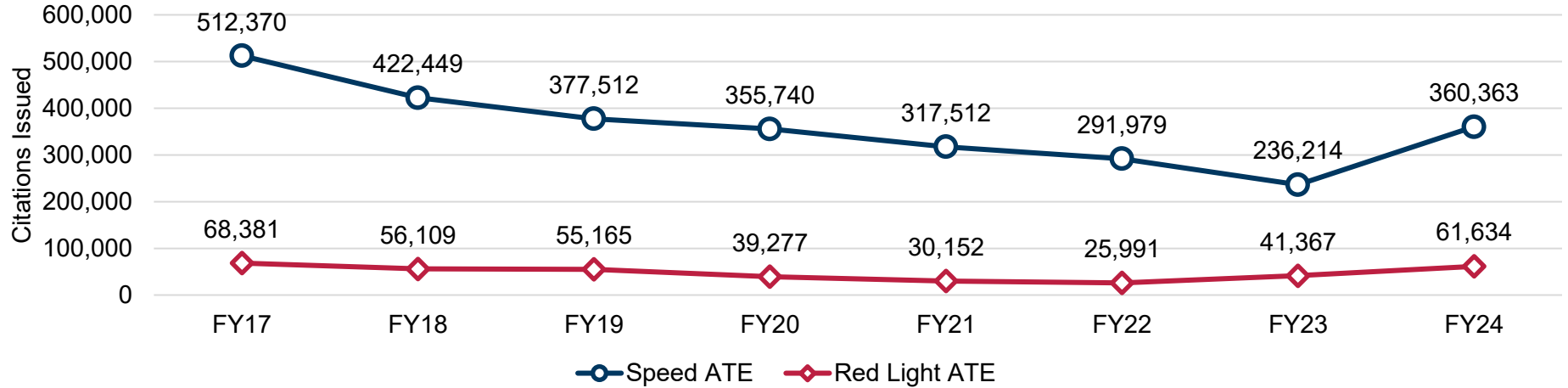


Figure 44 - Citations by fiscal year from speed and red-light automated enforcement programs. The FY24 increase in red-light citations was largely due to the new technology that prevents intersections from being down due to systems failures. Speed camera violations increased in FY24 with the additional cameras in the fleet and new approved locations. Final FY25 citation data were not available at the time of this publication.

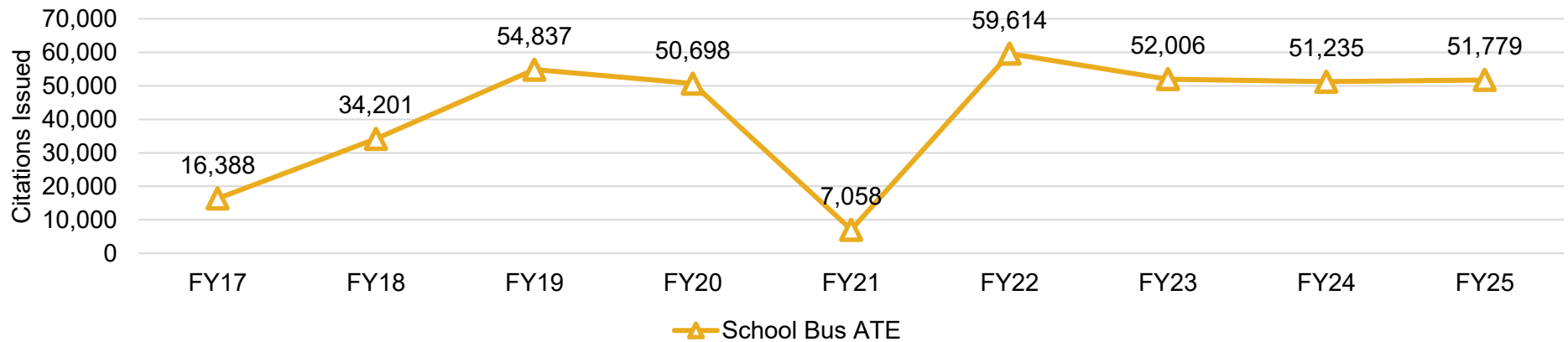


Figure 45 - Citations by fiscal year for drivers passing stopped school buses with automated enforcement. Citations increased between FY16 and FY19 as more school buses became equipped with cameras. FY20 and FY21 include periods where schools were closed due to the COVID-19 pandemic. Citations shown here include paid, unpaid, and partially paid citations.



Figure 46 - County staff along with bill sponsor Delegate Solomon at Governor signing ceremony allowing automated speed enforcement on high crash risk roadways.

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.

FY25 Lead: Police

FY25 Contributor: Transportation

FY25 Completion: ●●●●●

FY25 Work Completed:

MCPD Central Traffic leads the department's efforts for high visibility enforcement focused along the county's high injury network zones. Enforcement is done utilizing traditional marked vehicles, subdued marked vehicles, and motorcycles.

During FY25, MCPD made 52,359 traffic stops, up 29% from 40,656 stops last year. 17,565 traffic stops for speeding, 8,903 stops for violating traffic signs and signals, 460 stops for drivers not yielding to pedestrians or cyclists, 2,363 stops for mobile phone use, and 868 arrests for impaired driving.

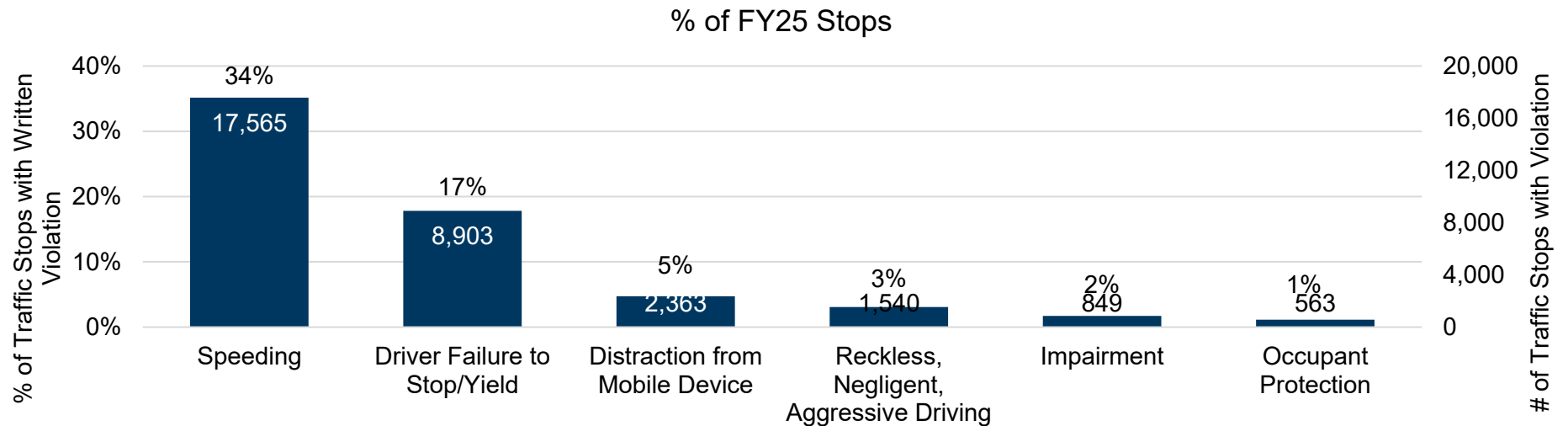


Figure 47 - Percentage of traffic stops by MCPD officers resulting from violations of dangerous behaviors. A stop can result in multiple traffic violations.



Figure 48 - Police car with “ghost graphics” that are faint during the day but highly reflective at night.



Figure 49 - Montgomery County Police and allied agencies launch coordinated enforcement campaign along MD 355.

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.

FY25 Lead: Transportation, Public Schools

FY25 Contributor: N/A

FY25 Completion: ●○○○○

FY25 Work Completed:

Advancing this item will likely require new, dedicated resources. A grant was determined to not be a good fit as grants are typically one-off expenditures and not suited to support ongoing programming.

Across Maryland, the State Department of Education is reviewing physical education curriculum and whether to adopt on-bike education into the statewide curriculum recommendations.

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).

FY25 Lead: Transportation, Public Schools

FY25 Contributor: N/A

FY25 Completion: ●●●●●

FY25 Work Completed:

Implement on-bike education pilot program in county schools - MCDOT Pedestrian Safety held week-long bike rodeo programs for 3rd-5th Graders at Bayard Rustin Elementary, Cannon Road Elementary, and Rolling Terrace Elementary. Schools can request bike rodeo training and equipment from the Safe Routes to School website. A second weeklong bike rodeo is scheduled for the week of April 7-11 at Cannon Road Elementary School. MCDOT provided training and loaned 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, including helmet and ABC checks. The students then practice what they have learned on bikes.

Adult learn to ride courses for bikes and e-scooters - MCDOT Commuter Services in conjunction with WABA held 12 Learn to Ride courses and 6 adult e-scooter safety courses during fiscal year 2025. Advertising and flyers were provided in English and Spanish.

Student bike rodeos - This fiscal year, the Safe Routes to School team held 18 different bike rodeos with weeklong classes at Bayard Rustin Elementary, Cannon Road Elementary, and Rolling Terrace Elementary.

Summer and fall 2024 bike rodeos:

1. Ben Yehuda Pizza at Kemp Mill Shopping Center
2. Plum Gar Fall Festival
3. Bayard Rustin Elementary (weeklong training in PE class in October)
4. Whetstone Elementary
5. Brooke Grove Elementary
6. Girl Scout Troop 5383
7. Cub Scout Pack 1450

Spring and summer 2025 bike rodeos:

1. JoAnn Leleck Elementary
2. Greencastle Elementary
3. Oak View Elementary
4. Cannon Road Elementary (weeklong training)
5. Harriet Tubman Elementary
6. Gaithersburg Elementary
7. Rolling Terrace Elementary (weeklong training)
8. Ken-Gar Community
9. Harmony Hills Elementary
10. Georgian Forest Elementary
11. Weller Road Elementary



Figure 50 - Students parking bicycles during Bike to School Day celebration at Forest Knolls Elementary.



Figure 51 - Students learning air, brake, and chain checks during bike rodeo at Cannon Road Elementary.



Figure 52 - Students learn hand signals during bike rodeo at Greencastle Elementary.



Figure 53 - Helmet fitting demonstration during bike rodeo at JoAnn Leleck Elementary.

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

FY25 Lead: General Services, Finance, Police, Fire/Rescue

FY25 Contributor: N/A

FY25 Completion: ●●○○○

FY25 Work Completed:

Computer based training for non-public safety employees - The County's Risk Management staff are reviewing existing Computer Based Trainings for applicability and appropriateness for a wider rollout to non-public safety departments using County fleet vehicles.

County employees using fleet vehicles safely: Departments under Risk Management's self-insurance program receive regular reports on property damage and injuries from car collisions. Claims decreased by 5% from FY24 to FY25 and are 38% lower than FY19, the last pre-COVID year. The Transportation and Police departments, which have the most claims, saw reductions of 14% and 5%, respectively, from the previous year.

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.

FY25 Lead: Police, Transportation, Fire/Rescue

FY25 Contributor: Vision Zero Coordinator

FY25 Completion: ●●●●●

FY25 Work Completed:

Uniform and safety gear upgrades for improved conspicuity - In FY25, as part of the Traffic Incident Management work under action item R-02, confirmed Fire/Rescue and Police policies require high visibility uniforms or vests to be worn with working in or near the roadway.

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

FY25 Lead: Fire/Rescue

FY25 Contributor: Police

FY25 Completion: ●●●●●

FY25 Work Completed:

MCFRS publishes response time data through CountyStat and tracks in real-time internally through dashboards.

In August 2024, MCFRS started a [“whole blood” transfusion program](#) for patients experiencing severe trauma or other life-threatening medical emergencies. These transfusions have been shown to significantly improve outcomes for patients suffering from severe hemorrhage.

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.

FY25 Lead: Fire/Rescue, Police

FY25 Contributor: Vision Zero Coordinator

FY25 Completion: ●●●●●

FY25 Work Completed:

Montgomery County Police, Fire/Rescue, and Vision Zero Coordinator worked with the State Highway Administration's Coordinated Highways Action Response Team (SHA CHART) to complete the FHWA Traffic Incident Management checklist and use the checklist to identify strengths and opportunities for the County Government. As a result, the County is looking to boost TIM training and identify resources to purchase new technology such as synchronized emergency lighting for vehicles to reduce visual clutter.

MCPD has adopted the National Law Enforcement Roadway Safety Program to assist with instructed officers on Traffic Incident Management and roadway safety. During FY25Q3, MCPD Traffic Operations Division staff provided a 4-hour block of instruction on 4/8/2025 at the PSTA to officers who recently graduated from entry level training academy in March.



Figure 54 – Vision Zero Youth Ambassadors painting “Vision Zero” on the Safety Day 2025 traffic garden.



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