

Status of Vision Zero Fiscal Year 2023 Action Items – Quarter 1 Update

Below is a summary of the work completed on the [Vision Zero Fiscal Year 2023 Plan](#) between Jul. 1 and Sep. 30, 2022.

Quarter 1 (July 1 – September 30, 2022) Highlights

- The [protected intersection project at Woodmont Avenue and Bethesda Avenue](#) was completed in the spring with the next phase of new separated bike lanes along Woodmont Avenue north of the intersection to be completed this fall.
- Montgomery County Department of Transportation will install 5 new pedestrian hybrid beacons this year at Twinbrook Road & Halpine Road, West Lake Drive & Lake View Drive, E Randolph Road & Billington Court, E Randolph Road & Tourmaline Court, and Montrose Road and Wilmart Street. West Lake Drive and Lake View Drive near Montgomery Mall has been installed. MCDOT's Pedestrian Safety Team also [visited all existing pedestrian hybrid beacons and nearby stores](#) to share about the beacons and how to safely use them while walking, biking, or driving.
- Safe Routes to Schools developed and released new resources for communities to create [bike rodeos and walking school buses](#).
- Rebuilding the [sidewalks along Rockville Pike](#) between the North Bethesda Metro Station and Pike & Rose was completed in early October. The rebuilt sidewalks are wider and provide a grass strip between people on the sidewalk and motorists.
- Design for the new [Good Hope Road shared use path](#) was completed and will be put out to bid for construction this winter.
- Construction continued on the [Emory Lane and Muncaster Mill Road shared use path](#) with on-going pavement work and the installation of a new traffic signal at the intersection.
- [Veirs Mill Road Bicycle and Pedestrian Improvements](#) reached 35% design with a community meeting planned in October.

For detailed information on each of the Plan's 45 action items, see next pages or use the hyperlinks below to go to a particular section.

- [How to Read the Action Item Updates](#)
- [Status of Priority Action Items](#)
- [Status of All Action Items](#)

Quarter 1 Highlight Reel

Below are photos highlighting work the Vision Zero Team completed during the past quarter.



MCDOT widened the sidewalk and created a grass buffer between the sidewalk and roadway along Rockville Pike.



New diagonal crossing with bicycle light to get cyclists across the Bethesda Ave & Woodmont Ave intersection.



Resident stops by at an MCDOT outreach event to learn more about new pedestrian hybrid beacons along Bel Pre Road.



Elected officials, county and state staff, and residents held a safety walk along Old Georgetown Road.

How to Read the Action Item Updates

The County Government and its safety partners developed detailed annual work plans to make progress on the action items in the [Vision Zero 2030 Action Plan](#). The following pages provide details on how the County is progressing on its annual work plan. Each action item has a status update and follows the same format:

- **Action Item** – The action item number and short description of the action item.
- **Action Item Description** – Long-term action item description. This describes the ongoing work through the Plan’s lifetime to fully implement the action item.
- **FY23 Status** – Tracking whether work on the annual work plan is on track to be completed by the end of the fiscal year (June 30). Action items can have the following statuses:
 - On-going and On-Schedule: Work on the action item is underway and expected to meet the end of the year deadline for completion.
 - Behind Schedule, Work Underway: Work on the action item is underway, but current estimates place completion beyond the end of the year deadline for completion.
 - Behind Schedule, Not Started: Work on the action item has not started and if not expedited will not meet the end of the year deadline for completion.
 - Not Started: Work on the action item has not started but scheduled to start later in the year and be completed on-time.
 - No Resources: Work on the action item cannot start or be fully completed due to lack of funding or staff.
 - Complete: Work is finished on the annual work plan.
- **FY23 Implementation** – A written summary of recently completed or upcoming work on the action item.

Status of Priority Action Items

The Vision Zero 2030 Action Plan identifies ten action items as priority actions. Priority actions have the highest potential impact on reducing serious and fatal injuries, can be applied across the transportation network, and support safe travel for all modes.

See the [Status of All Action Items](#) section below to view the status of all action items.

Action Item	Action Item Description	FY23 Status	FY23 Implementation
S-1: High Injury Network Projects	Implement safety countermeasures on identified high-risk road segments and intersections.	On-Going and On-Schedule	<p>Three road safety audits are planned for FY23 with the first planned along Lost Knife Road between Odenhal Road and Montgomery Village Avenue. This audit is estimated to be completed by this winter. The other audits will be along Crystal Rock Drive between Germantown Road and Father Hurley Boulevard and Randolph Road between Georgia Avenue and Connecticut Avenue.</p> <p>Implementation of last year's study recommendations along Randolph Road between Colie Drive and Hunters Lane has started with updating existing signing and marking.</p>
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.	On-Going and On-Schedule	<p>Pedestrian hybrid beacons scheduled for construction this fiscal year include:</p> <ul style="list-style-type: none"> • West Lake Drive and Lake View Drive (complete); • Twinbrook Road and Halpine Road; • E Randolph Road and Billington Road; • E Randolph Road and Tourmaline Court; • Montrose Road and Wilmart Street. <p>Traffic signals scheduled for construction this fiscal year include:</p> <ul style="list-style-type: none"> • Snouffer School Road and Sweet Autumn Drive (complete); • Randolph Road and Bushey Drive (complete); • Sangamore Road and Walhonding Road.

Action Item	Action Item Description	FY23 Status	FY23 Implementation
S-4: Signal Timing and Phasing	Where appropriate, modify signal phasing and timing to provide protection for all road users.	On-Going and On-Schedule	Signal timing and phasing upgrades are underway or under consideration for the Randolph Road HIN corridor. No signal timing or phasing changes are recommended as part of the Sam Eig Highway HIN study.
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.	On-Going and On-Schedule	MCDOT has 15 bikeway projects in the design phase, 6 ready for construction, and 3 under construction this quarter. Bikeways under design: <ul style="list-style-type: none"> • Amherst Avenue bikeway held public feedback in June and July on current designs. • Fenton Street cycletrack reached 65% design in summer 2022 and expect to reach 90% design in winter 2023 with construction to start fall 2023. • Grove Street neighborhood greenway project has interim treatments installed with design expected to start on permanent treatments in spring 2023. • Veirs Mill Road Bicycle & Pedestrian Improvements are at 35% design and will have a public feedback period in October 2022. • Woodmont Phase II (Wisconsin Ave to Miller Ave & Montgomery Ln to Norfolk Ave) • Montgomery Ln/Ave Cycletrack – Phase 1 & 2 (Woodmont Ave to Waverly St): Design complete. • Seven Locks Road bikeway has reached the 35% design milestone. • Bradley Boulevard (MD 191) improvements expected to reach 70% design milestone in spring 2023. • Tuckerman Lane sidewalk/bikeway project reached 35% design in spring 2022. • MD 355 Clarksburg shared use path design completed.

Action Item	Action Item Description	FY23 Status	FY23 Implementation
			<ul style="list-style-type: none"> • Heritage Triangle Trail – Phase I, Dr. Bird/Norwood Road from MD 108 to Layhill Road is in preliminary design for both the Dr. Bird Road and Norwood Road shared use path facilities. • Marinelli Road design is at 90% with completion expected by late fall 2022. Construction anticipated in winter 2022, weather permitting or spring 2023. Project delayed due to Pepco/Exelon construction along Marinelli Road. Final coordination underway with Metro (WMATA) and the Nuclear Regulatory Commission (NRC). • MacArthur Boulevard from I-495 to DC is in final design this year with construction expected in FY24. • Dale Drive Shared Use Path and Safety Improvements expected to finish design in winter 2023. • MCDOT coordinating with SHA on Sandy Spring Bikeway. <p>Bikeways under or ready to start construction:</p> <ul style="list-style-type: none"> • Emory Lane & Muncaster Mill Road (MD 115) shared use path under construction. • Woodmont Avenue from Miller Avenue to Montgomery Lane to be completed early fall 2022 with re-opening of travel lanes. • Montgomery Lane/Avenue (Woodmont to Wisconsin) to begin in fall 2022. • MD 355 Grosvenor shared use path expected to start construction in early 2023 with on-going coordination between County, Parks, and SHA. • Aspen Hill Neighborhood Greenway phase I installation to begin late fall/early winter of 2022.

Action Item	Action Item Description	FY23 Status	FY23 Implementation
			<ul style="list-style-type: none"> • Good Hope Road shared use path completed design and will be put out to bid this winter. • Metropolitan Branch Trail in Downtown Silver Spring was re-advertised for construction in August. • Capital Crescent Trail along the Purple Line resumed full construction activities with passenger service and renewed CCT trail expected to open in 2026. • Procurement process started to build Flower Avenue and Carroll Avenue bike lanes as part of improving access to future Purple Line stations.
S-11: Improved Lighting	<p>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.</p>	On-Going and On-Schedule	<p>MCDOT/Streetlights is actively working to improve safe travel conditions of pedestrians and motorists alike. Forty (40) intersections, within Bethesda's Central Business District have been evaluated to receive lighting improvements.</p> <p>MCDOT/Streetlights has recently completed 16 lighting improvement requests based on reports and/or requests to improve lighting conditions, received from County residents. Twenty-one (21) new streetlights have been installed. Additionally, eighteen (18) streetlights received an upgrade and/or service to improve nighttime lighting conditions.</p>
S-13: Sidewalk Construction and Upgrades	<p>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.</p>	On-Going and On-Schedule	<ul style="list-style-type: none"> • Franklin Avenue sidewalk is expected to start construction in spring 2023. • Rebuilding the sidewalk along Rockville Pike between the North Bethesda Metro Station and Pike & Rose was underway and completed north and south sides in early October. The rebuilt sidewalks are wider and provide a grass strip between people on the sidewalk and motorists.

Action Item	Action Item Description	FY23 Status	FY23 Implementation
			<ul style="list-style-type: none"> • 15,000 linear feet of sidewalk installed under sidewalk minor program. <p>The following shared use paths, also listed under S-7 are underway:</p> <ul style="list-style-type: none"> • Grove Street neighborhood greenway project has interim treatments installed with design expected to start on permanent treatments in spring 2023. • Veirs Mill Road Bicycle & Pedestrian Improvements are at 35% design and will have a public feedback period in October 2022. • Bradley Boulevard (MD 191) improvements expected to reach 70% design milestone in spring 2023. • Tuckerman Lane sidewalk/bikeway project reached 35% design in spring 2022. • MD 355 Clarksburg shared use path design completed. • Good Hope Road shared use path completed design and will be put out to bid this winter. • Heritage Triangle Trail – Phase I, Dr. Bird/Norwood Road from MD 108 to Layhill Road is in preliminary design for both the Dr. Bird Road and Norwood Road shared use path facilities. • Emory Lane & Muncaster Mill Road (MD 115) shared use path under construction.
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	On-Going and On-Schedule	Speed limit reductions implemented in Q1: <ul style="list-style-type: none"> • Greenwood Ave from Piney Branch Rd to Takoma Park City limits. Lowered to 20 MPH. • Dartmouth Ave from Winsor St to Cedar St. Lowered to 20 MPH. • Cummings La from Brennon La to Western Ave. Lowered to 20 MPH.

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	speed in line with the desired target and posted speed limit.		<ul style="list-style-type: none"> • Brennon La from Shepherd St to Camilier Dr. Lowered to 20 MPH. • Camilier Dr from Brennon La to Cummings La. Lowered to 20 MPH. • Decatur Ave from Weford Dr to Connecticut Ave. Lowered to 20 MPH. • Lawrence Ave from Decatur Ave to Connecticut Ave. Lowered to 20 MPH. <p>Speed limit changes made by the County Government can be found at Roads with Reduced Speed Limits (montgomerycountymd.gov).</p>
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.	On-Going and On-Schedule	<p>Ped/bike projects are being designed along with the MD 355 (Rockville Pike, Hungerford Drive, Frederick Road) and MD 586 (Veirs Mill Road) bus rapid transit projects. The pedestrian and bicycle safety projects along Veirs Mill Road reached 35% design and a public feedback period will be held in October.</p> <p>Along and around the Purple Line, procurement process was underway for building bike lanes along Flower Avenue and Carroll Avenue, full construction activity resumed along the Capital Crescent Trail, and the Metropolitan Branch Trail in Downtown Silver Spring was re-advertised for bids in August.</p>
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.)	On-Going and On-Schedule	<p>An audit of transit stops will be incorporated into the High Injury Network (HIN) studies scheduled for completion in Winter and Spring of 2023. Recommendations from the audits/HIN studies will include recommendations for applicable upgrades to transit stops.</p> <p>Work on incorporating a pilot project along Fenton Street for navigation assistance for people with no and low vision is expected to occur in spring 2023.</p>

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<p>P-4: Ending Impaired Driving Deaths</p>	<p>Implement a multifaceted program towards ending impaired driving deaths with focus on prevention and treatment.</p>	<p>Behind Schedule, Work Underway</p>	<p>A workgroup of County employees finalized a draft Anti-Impaired Driving Strategy during FY22 and will release it publicly in winter 2023 for public feedback prior to adoption. Though the strategy is not formally adopted, the departments will be using the draft strategy as it prepares for the upcoming legislative session.</p>

Status of All Action Items

The table below provides details on how the County Government and its partners are progressing the action items listed in the Vision Zero 2030 Plan. During FY23, work is underway on all 45 actions.

Action Item	Action Item Description	FY23 Status	FY23 Implementation
S-1: High Injury Network Projects	Implement safety countermeasures on identified high-risk road segments and intersections.	On-Going and On-Schedule	<p>Three road safety audits are planned for FY23 with the first planned along Lost Knife Road between Odenhal Road and Montgomery Village Avenue. This audit is estimated to be completed by this winter. The other audits will be along Crystal Rock Drive between Germantown Road and Father Hurley Boulevard and Randolph Road between Georgia Avenue and Connecticut Avenue.</p> <p>Implementation of last year's study recommendations along Randolph Road between Colie Drive and Hunters Lane has started with updating existing signing and marking.</p>
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.	Behind Schedule, Work Underway	<ul style="list-style-type: none"> Reconstruction of the intersection of Fenton Street and Philadelphia Avenue, which will remove the free right turn lanes, moved to fall 2023 in order to construct this project along with the rest of the cycletrack project. Old Georgetown Road and Tilden Lane was delayed, but started construction in October 2022. This project will also tie into the extended bike lanes to be built by State Highway. Design is nearing completion for removing the free right turn lanes at Old Georgetown Road and Rockville Pike. Budget and scheduling constraints have moved the construction of Seneca Road and Esworthy Road to fiscal year 2024.

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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.	On-Going and On-Schedule	<p>Pedestrian hybrid beacons scheduled for construction this fiscal year include:</p> <ul style="list-style-type: none"> • West Lake Drive and Lake View Drive (complete); • Twinbrook Road and Halpine Road; • E Randolph Road and Billington Road; • E Randolph Road and Tourmaline Court; • Montrose Road and Wilmart Street. <p>Traffic signals scheduled for construction this fiscal year include:</p> <ul style="list-style-type: none"> • Snouffer School Road and Sweet Autumn Drive (complete); • Randolph Road and Bushey Drive (complete); • Sangamore Road and Walhonding Road.
S-4: Signal Timing and Phasing	Where appropriate, modify signal phasing and timing to provide protection for all road users.	On-Going and On-Schedule	<p>Signal timing and phasing upgrades are underway or under consideration for the Randolph Road HIN corridor. No signal timing or phasing changes are recommended as part of the Sam Eig Highway HIN study.</p>
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.	On-Going and On-Schedule	<p>Left turn safety improvements have been implemented at the following intersections to date:</p> <ul style="list-style-type: none"> • Randolph Road at Garden Gate Road/Middlevale Lane - an exclusive only left turn phase has been implemented for the eastbound Randolph Road approach. • Randolph Road at Livingston Street - exclusive only left turn phases have been implemented for the eastbound and westbound Randolph Road approaches. • Randolph Road at Bushey Drive - a new traffic signal has been installed, with exclusive only left turn phasing for the eastbound and westbound Randolph Road approaches. A new left turn lane

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			was constructed for the westbound Randolph Road approach to address the lack of left turn storage for this movement.
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.	On-Going and On-Schedule	The draft roadway departure report is being circulated for review and coordination with other Divisions (Transportation Engineering and Highway Services) is underway to coordinate scope and potential budget/schedule. MCDOT will also examine grant opportunities to implement this action item.
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.	On-Going and On-Schedule	<p>MCDOT has 15 bikeway projects in the design phase, 6 ready for construction, and 3 under construction this quarter.</p> <p>Bikeways under design:</p> <ul style="list-style-type: none"> • Amherst Avenue bikeway held public feedback in June and July on current designs. • Fenton Street cycletrack reached 65% design in summer 2022 and expect to reach 90% design in winter 2023 with construction to start fall 2023. • Grove Street neighborhood greenway project has interim treatments installed with design expected to start on permanent treatments in spring 2023. • Veirs Mill Road Bicycle & Pedestrian Improvements are at 35% design and will have a public feedback period in October 2022. • Woodmont Phase II (Wisconsin Ave to Miller Ave & Montgomery Ln to Norfolk Ave)

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			<ul style="list-style-type: none"> • Montgomery Ln/Ave Cycletrack – Phase 1 & 2 (Woodmont Ave to Waverly St): Design complete. • Seven Locks Road bikeway has reached the 35% design milestone. • Bradley Boulevard (MD 191) improvements expected to reach 70% design milestone in spring 2023. • Tuckerman Lane sidewalk/bikeway project reached 35% design in spring 2022. • MD 355 Clarksburg shared use path design completed. • Heritage Triangle Trail – Phase I, Dr. Bird/Norwood Road from MD 108 to Layhill Road is in preliminary design for both the Dr. Bird Road and Norwood Road shared use path facilities. • Marinelli Road design is at 90% with completion expected by late fall 2022. Construction anticipated in winter 2022, weather permitting or spring 2023. Project delayed due to Pepco/Exelon construction along Marinelli Road. Final coordination underway with Metro (WMATA) and the Nuclear Regulatory Commission (NRC). • MacArthur Boulevard from I-495 to DC is in final design this year with construction expected in FY24. • Dale Drive Shared Use Path and Safety Improvements expected to finish design in winter 2023. • MCDOT coordinating with SHA on Sandy Spring Bikeway.

Action Item	Action Item Description	FY23 Status	FY23 Implementation
			<p>Bikeways under or ready to start construction:</p> <ul style="list-style-type: none"> • Emory Lane & Muncaster Mill Road (MD 115) shared use path under construction. • Woodmont Avenue from Miller Avenue to Montgomery Lane to be completed early fall 2022 with re-opening of travel lanes. • Montgomery Lane/Avenue (Woodmont to Wisconsin) to begin in fall 2022. • MD 355 Grosvenor shared use path expected to start construction in early 2023 with on-going coordination between County, Parks, and SHA. • Aspen Hill Neighborhood Greenway phase I installation to begin late fall/early winter of 2022. • Good Hope Road shared use path completed design and will be put out to bid this winter. • Metropolitan Branch Trail in Downtown Silver Spring was re-advertised for construction in August. • Capital Crescent Trail along the Purple Line resumed full construction activities with passenger service and renewed CCT trail expected to open in 2026. • Procurement process started to build Flower Avenue and Carroll Avenue bike lanes as part of improving access to future Purple Line stations.
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	On-Going and On-Schedule	Montgomery Parks has 32 trail intersections that are under design or waiting for construction.

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	major signal improvements or bridges.		
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.)	On-Going and On-Schedule	<p>Walkability audits at ten schools are underway and should be completed in winter 2023. They include:</p> <ul style="list-style-type: none"> • Sligo MS • Glen Haven ES • Flora M. Singer ES • John F. Kennedy HS • Argyle MS <p>Recommended improvements in walksheds previously studied are anticipated to begin construction in spring 2023.</p> <ul style="list-style-type: none"> • Greencastle ES • Watkins Mill HS • Montgomery Village MS • Stedwick ES • Whetstone ES <p>Spot improvements in school walksheds are being addressed as issues/concerns are identified. One spot improvement will be pursued and should be designed by May 2023, with construction in FY24 at Springbrook HS. At Springbrook HS - Improvements to Valley Brook Drive/Greenhill Drive intersection include crosswalk, pedestrian landing area, and four-way stop sign installation.</p>
S-10: Provide Safety Upgrades During Routine Maintenance	Utilize repaving, tree pruning, and other maintenance schedules to provide lane widths, pedestrian and bicycle	On-Going and On-Schedule	<p>MCDOT is coordinating with WSSC for paving and bikeable shoulders along Kensington Parkway.</p>

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	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.		MCDOT continues its quarterly division meetings to review the paving schedule and coordinate safety projects with the paving projects.
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.	On-Going and On-Schedule	<p>MCDOT/Streetlights is actively working to improve safe travel conditions of pedestrians and motorists alike. Forty (40) intersections, within Bethesda's Central Business District have been evaluated to receive lighting improvements.</p> <p>MCDOT/Streetlights has recently completed 16 lighting improvement requests based on reports and/or requests to improve lighting conditions, received from County residents. Twenty-one (21) new streetlights have been installed. Additionally, eighteen (18) streetlights received an upgrade and/or service to improve nighttime lighting conditions.</p>
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.	On-Going and On-Schedule	The County has repaired or inspected 50,192 grade differentials since the initial sidewalk survey was completed in 2019. A grade differential is an abrupt difference in grade over a quarter of an inch at any point over the length or width of a sidewalk segment.
S-13: Sidewalk Construction and Upgrades	Construct and reconstruct sidewalks with proper clearance and street buffer zones as recommended in the Complete Streets Design	On-Going and On-Schedule	<ul style="list-style-type: none"> • Franklin Avenue sidewalk is expected to start construction in spring 2023. • Rebuilding the sidewalk along Rockville Pike between the North Bethesda Metro Station and Pike & Rose was underway in FY22Q1 and

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	<p>Guide. Leverage temporary measures, such as walking lanes, on low traffic volume roads.</p>		<p>completed north and south sides in early October. The rebuilt sidewalks are wider and provide a grass strip between people on the sidewalk and motorists.</p> <ul style="list-style-type: none"> • 15,000 linear feet of sidewalk installed under sidewalk minor program. <p>The following shared use paths, also listed under S-7 are underway:</p> <ul style="list-style-type: none"> • Grove Street neighborhood greenway project has interim treatments installed with design expected to start on permanent treatments in spring 2023. • Veirs Mill Road Bicycle & Pedestrian Improvements are at 35% design and will have a public feedback period in October 2022. • Bradley Boulevard (MD 191) improvements expected to reach 70% design milestone in spring 2023. • Tuckerman Lane sidewalk/bikeway project reached 35% design in spring 2022. • MD 355 Clarksburg shared use path design completed. • Good Hope Road shared use path completed design and will be put out to bid this winter. • Heritage Triangle Trail – Phase I, Dr. Bird/Norwood Road from MD 108 to Layhill Road is in preliminary design for both the Dr. Bird Road and Norwood Road shared use path facilities. • Emory Lane & Muncaster Mill Road (MD 115) shared use path under construction.
<p>S-14: High Visibility Equipment and Markings</p>	<p>Continue using regular maintenance to upgrade traffic signals to have retroreflective</p>	<p>On-Going and On-Schedule</p>	<p>Currently, the plan is to refresh or mark 250 crosswalks. New signals and beacons, listed under S-3 above, will receive retroreflective boarders.</p>

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	borders and refresh/install new crosswalks with continental striping.		
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.	On-Going and On-Schedule	Block Permit (formerly Block Party Permit) has been updated to reflect requests for temporary shared streets. In August, Montgomery County provided updates for four “streeteries” – Newell Street (Silver Spring), Price Avenue (Wheaton), Norfolk Avenue (Bethesda), and Norfolk Avenue (Bethesda). Details available in the link.
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.	On-Going and On-Schedule	MCDOT and Office of Management and Budget started review of the pedestrian safety impact statement and other justifications for standalone Capital Improvement Projects.
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.	On-Going and On-Schedule	MCDOT is planning to review project selection criteria for the bicycle minor projects program this fiscal year.
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	On-Going and On-Schedule	Speed limit reductions implemented in Q1: <ul style="list-style-type: none"> • Greenwood Ave from Piney Branch Rd to Takoma Park City limits. Lowered to 20 MPH. • Dartmouth Ave from Winsor St to Cedar St. Lowered to 20 MPH. • Cummings La from Brennon La to Western Ave. Lowered to 20 MPH.

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	desired target and posted speed limit.		<ul style="list-style-type: none"> • Brennon La from Shepherd St to Camilier Dr. Lowered to 20 MPH. • Camilier Dr from Brennon La to Cummings La. Lowered to 20 MPH. • Decatur Ave from Weford Dr to Connecticut Ave. Lowered to 20 MPH. • Lawrence Ave from Decatur Ave to Connecticut Ave. Lowered to 20 MPH. <p>Speed limit changes made by the County Government can be found at Roads with Reduced Speed Limits (montgomerycountymd.gov).</p>
M-2: Speed Management Policy	Utilize leading, evidence-based practices for setting context sensitive speed limits that align with Vision Zero and the safe systems approach.	On-Going and On-Schedule	Updates to County Code Chapter 49 - streets and roads - will be reviewed and adopted by the County Council this fall. The update will incorporate the speed setting and target speeds in the Complete Streets Design Guide .
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.	On-Going and On-Schedule	<p>MCPD completed 2,117.5 hours of high visibility enforcement covering speeding/aggressive driving, impaired driving, and distracted driving.</p> <p>High visibility enforcement and regular patrol efforts resulted in 3,075 stops for speed violations making up 43% of all stops by MCPD officers. (Number does not include citations issued from automated enforcement.)</p>
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.	On-Going and On-Schedule	<p>Ped/bike projects are being designed along with the MD 355 (Rockville Pike, Hungerford Drive, Frederick Road) and MD 586 (Veirs Mill Road) bus rapid transit projects. The pedestrian and bicycle safety projects along Veirs Mill Road reached 35% design and a public feedback period will be held in October.</p> <p>Along and around the Purple Line, procurement process was underway for building bike lanes along Flower Avenue and Carroll Avenue, full construction activity</p>

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			resumed along the Capital Crescent Trail , and the Metropolitan Branch Trail in Downtown Silver Spring was re-advertised for bids in August.
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.)	On-Going and On-Schedule	<p>An audit of transit stops will be incorporated into the High Injury Network (HIN) studies scheduled for completion in winter and spring of 2023. Recommendations from the audits/HIN studies will include recommendations for applicable upgrades to transit stops.</p> <p>Work on incorporating a pilot project along Fenton Street for navigation assistance for people with no and low vision is expected to occur in spring 2023.</p>
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.	On-Going and On-Schedule	MCDOT is examining the top ten school bus stops with drivers illegally passing stopped school buses for potential mitigations and expects first reviews to be completed in winter 2022/23.
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.	On-Going and On-Schedule	The pilot project along University Boulevard West is scheduled for construction for spring 2023. The project will provide dedicated space for trash and recycling receptacles and keep them out of the sidewalk.
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.	Completed	The Department of Permitting Services has implemented operational changes required by updates to Chapter 49, specifically related to Maintenance of Traffic permits. Enforcement and other requirements can be handled with existing resources.

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T-6: Bike and Micromobility Parking	Install micromobility corrals across the County, with priority in major activity centers, to provide safe and convenient parking for bikes and other micromobility devices (e.g., e-scooters) to keep the sidewalks, bike lanes, and roads clear.	On-Going and On-Schedule	Placement of corrals is done in conjunction of MCDOT's Commuter Services and Transportation Engineering. The two divisions will explore grant opportunities as they become available.
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.	On-Going and On-Schedule	Montgomery Planning will advance a project on curbside management strategies this fiscal year.
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.	Not Started	Equipment is on hand to provide snow clearing from new sidewalks added under Bill 9-21 last year . If additional equipment is necessary, it will be purchased.
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.	On-Going and On-Schedule	Montgomery Planning is advancing a project to update parking lot design standards. A request for proposals will be released in fall 2022.
T-10: Safety Audit of County Owned	Review and modify County owned parking lots and garages to eliminate conflicts	On-Going and On-Schedule	Improvements to reduce ped-vehicle conflicts by installing mirrors and other potential solutions at the entrances and exits of G31 and G35 in Bethesda, G60 in

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Parking Lots and Garages	when entering and navigating the facilities.		Silver Spring and G13 in Wheaton. Garage design considerations and various retrofitted signage and warning systems were recommended.
C: Transportation and Land Use Planning	Incorporate Vision Zero and a safe systems approach into functional and area master plans, development review, and subdivision staging.	On-Going and On-Schedule	<ul style="list-style-type: none"> • Thrive 2050 was approved by the County Council on 10/25/22. • The University Blvd W Corridor Plan is in the pre-planning stages. • The Pedestrian Master Plan will be in front of the Planning Board in early 2023 before beginning the County Council approval process mid-2023.
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.	On-Going and On-Schedule	MCPS' goal is to install seatbelts on all MCPS buses. MCPS has begun work to replace diesel and gasoline vehicles, as appropriate, with electric, hybrid, or other more efficient or cleaner-fuel vehicles. Two fleet plug-in hybrid SUVs are expected to be delivered in December, a fleet electric cargo van in expected to be delivered in the upcoming months. Additional fleet electric vehicles will be ordered in FY23. New buses come with seatbelts for students. MCPS' goal is to install seatbelts on all MCPS buses over the course of the school bus replacement cycle.
V-2: Prepare for Autonomous Vehicles	Prepare the County's infrastructure for vehicles that will communicate with each other and the infrastructure.	Not Started	Background research and project scoping for the Future Technology Task Force is scheduled to start in fall 2022.
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.	On-Going and On-Schedule	Montgomery County Government now has consolidated language and outreach specialists within the Office of Community Engagement for help with the top six spoken languages in the County--Amharic, Chinese, French, Korean, Spanish, and Vietnamese. Vision Zero projects will utilize in-house and, when necessary, contract support to engage residents in their chosen language.

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			<p>Recent joint campaigns with outside partners:</p> <ul style="list-style-type: none"> • Hosted a bike rodeo at New Life SDA Church in July. • National Night Out with local and state public safety partners in August. • Participated in MCPS Back-to-School fair in August. • Reached over 15,000 people at the County Agricultural Fair in August. • Host bi-monthly outreach meetings to coordinate efforts throughout the county with State Highway Administration and Highway Safety Office. <p>Event photos available on MCDOT Pedestrian Safety Flickr page at Mcdot Traffic Flickr.</p>
<p>P-2: Collaboration with Community Partners and Ambassadors</p>	<p>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.</p>	<p>On-Going and On-Schedule</p>	<p>The Pedestrian Safety Outreach Team is collaborating with HHS – Aging and Disability Services to begin scoping and designing the adult version of the Vision Zero Ambassador program.</p> <p>Established partnership with local grocery stores to conduct outreach and meet people where they are. Outreach for roadway safety and safe use of pedestrian hybrid beacons performed this summer.</p> <p>Continue working with MCPS on Walking School Bus and Bike Rodeo Program. Work with P-BEAT on statewide initiatives and help move forward the Zero Deaths state plan.</p> <p>Montgomery County continued its membership on the Vision Zero Network and Road to Zero Coalition.</p>

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			Partnered with Department of Recreation to host multiple outreach events in spring and summer 2022. View pictures here Bike Rodeo -Damascus Summer Camp Flickr .
P-3: Coordination of Campaigns	Wrap around planned safety projects with education, encouragement, outreach, and enforcement.	On-Going and On-Schedule	As High Injury Network (HIN) studies under S-1 progress, outreach efforts will be coordinated to inform communities and gather feedback.
P-4: Ending Impaired Driving Deaths	Implement a multifaceted program towards ending impaired driving deaths with focus on prevention and treatment.	Behind Schedule, Work Underway	A workgroup of County employees finalized a draft Anti-Impaired Driving Strategy during FY22 and will release it publicly in winter 2023 for public feedback prior to adoption. Though the strategy is not formally adopted, the departments will be using the draft strategy as it prepares for the upcoming legislative session.
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.	On-Going and On-Schedule	<p>The County Executive supports State legislation to expand automated enforcement in the County.</p> <p>The County Executive supports State legislation to expand automated enforcement in the County. This local bill, if a sponsor in the State Delegation is found, will provide for automated enforcement along roads up to 45 miles per hour.</p> <p>During the 2022 State Legislative Session, HB 56 passed and was signed by the Governor to allow automated enforcement for people illegally in a designated bus lanes in Baltimore City. If effective in Baltimore City, the legislation could be expanded for future dedicated bus lanes in Montgomery County.</p> <p>Other potential automated enforcement is being examined around distracted driving, HOV lane enforcement, move over laws, over height truck</p>

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			enforcement, and blocking the box. Both distracted and HOV lane enforcement would require images taken inside the vehicle and would need to have privacy concerns addressed prior to any pilot or legislation.
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.	On-Going and On-Schedule	<p>MCPD completed 2,117.5 hours of high visibility enforcement covering speeding/aggressive driving, impaired driving, and distracted driving.</p> <p>High visibility enforcement and regular patrol efforts resulted in the following:</p> <ul style="list-style-type: none"> • Speeding violations: 3,075 stops (43% of all stops) • Drivers failing to obey/yield to traffic control: 1,429 stops (20% of all stops) • Reckless, negligent, or aggressive driving: 311 stops (4% of stops) • Mobile phone use: 293 stops (4% of stops) • Driver arrested for driving under the influence: 264 (4% of all stops)
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.	On-Going and On-Schedule	<p>MCDOT created a bike rodeo toolkit for schools and communities to learn how to conduct on-bike safety education. Also, MCDOT created a Walking School Bus for schools and communities to learn and create walking school busses. Both toolkits are available on the Safe Routes to School Website. Safe Route To Schools - Montgomery County, MD (montgomerycountymd.gov).</p> <p>MCDOT is seeking to enhance its partnership with MCPS as it relates to this action item. MCDOT will pursue coordination with MCPS to determine how to effectively implement this activity.</p>
P-8: Bike Riding and Safety Courses	Expand adult and child beginner biking courses through Commuter Services	On-Going and On-Schedule	MCDOT developed a toolkit for conducting on-bike education in MCPS schools that can be modeled after the District of Columbia school bike education program.

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	and Safe Routes to School. Incorporate micromobility device training (e.g., e-scooters).		MCDOT conducted 2 bike rodeos in the summer of 2022 with plans to host more during spring 2023.
P-9: County Employees using Fleet Vehicles	Provide a safe driving program for all County employees that utilize County fleet vehicles.	Not Started	<p>The County is developing a computer based defensive driving training. Additional work necessary to determine scope of workers required to use training and potential costs of rollout.</p> <p>Work to develop a new collision review committee has not started as of 9/30/22.</p>
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.	On-Going and On-Schedule	Utilizing list of positions that work in or near the right-of-way to confirm use of high visibility uniforms or safety vests.
R-1: Prompt Medical Service	Ensure proper emergency medical care for crash victims through prompt response to incident and proper medical care.	On-Going and On-Schedule	Data on MCFRS response times are available through the CountyStat and OMB performance page .
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.	Behind Schedule, Work Underway	Work on the updates for traffic incident management policies is underway by departmental workgroups. Work on syncing departmental policies will continue into FY23.