

Status of Vision Zero Fiscal Year 2025 Action Items – Quarter 1 Update

Below is a summary of the work completed on the [Vision Zero Fiscal Year 2025 Plan](#) between Jul. 1 and Sep. 30, 2024.

Quarter 1 (July 1 – September 30) Highlights

- [Georgia Avenue pilot bus lane pilot](#) evaluation found that the bus lanes moved more people along the corridor successfully, increased bus speeds without impacting car and truck speeds significantly, and had 4 fewer crashes compared to 2023. The pilot will last at minimum through December 2024.
- **High Injury Network (HIN) projects:** With 4 road safety audits planned for County roads in FY25, the County will complete audits along all of the top 10 County owned high injury network corridors. This year, nine County and three State high injury network corridors will be under study, design, or construction.
- **Installing Traffic Signals and Beacons:** 1 traffic signal has been installed with 3 additional signals and 4 pedestrian hybrid beacons planned through June 2025.
- **Safe Streets Act Implementation:** 24 intersections had lead pedestrian intervals (LPIs) programmed since July 1.
- **Addressing Roadway Departure Crashes:** 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.
- **Bikeways and Shared Use Path Projects:** MCDOT and SHA have [27 bikeway and shared use path projects planned or underway for this fiscal year](#). 19 are in the design phase, 5 have finished design and pending construction, and 3 are under construction.
- **Sidewalk construction:** MCDOT built 7,301 feet of sidewalk.
- **Safe Routes to School:** MCDOT plans to complete 15 walk shed assessments this fiscal year and throughout September met students, parents, and staff at back-to-school nights to get feedback.
- **Automated Enforcement:** On August 1, Montgomery County Police [published an updated list of approved speed camera corridors](#) and added 44 new blocks. Ten additional mobile speed cameras will be added to the existing fleet in the fall.
- **Ending Impaired Driving Deaths:** The County continues to promote the SoberRide Program with [738 people in the Washington metropolitan area using SoberRide on Independence Day](#).

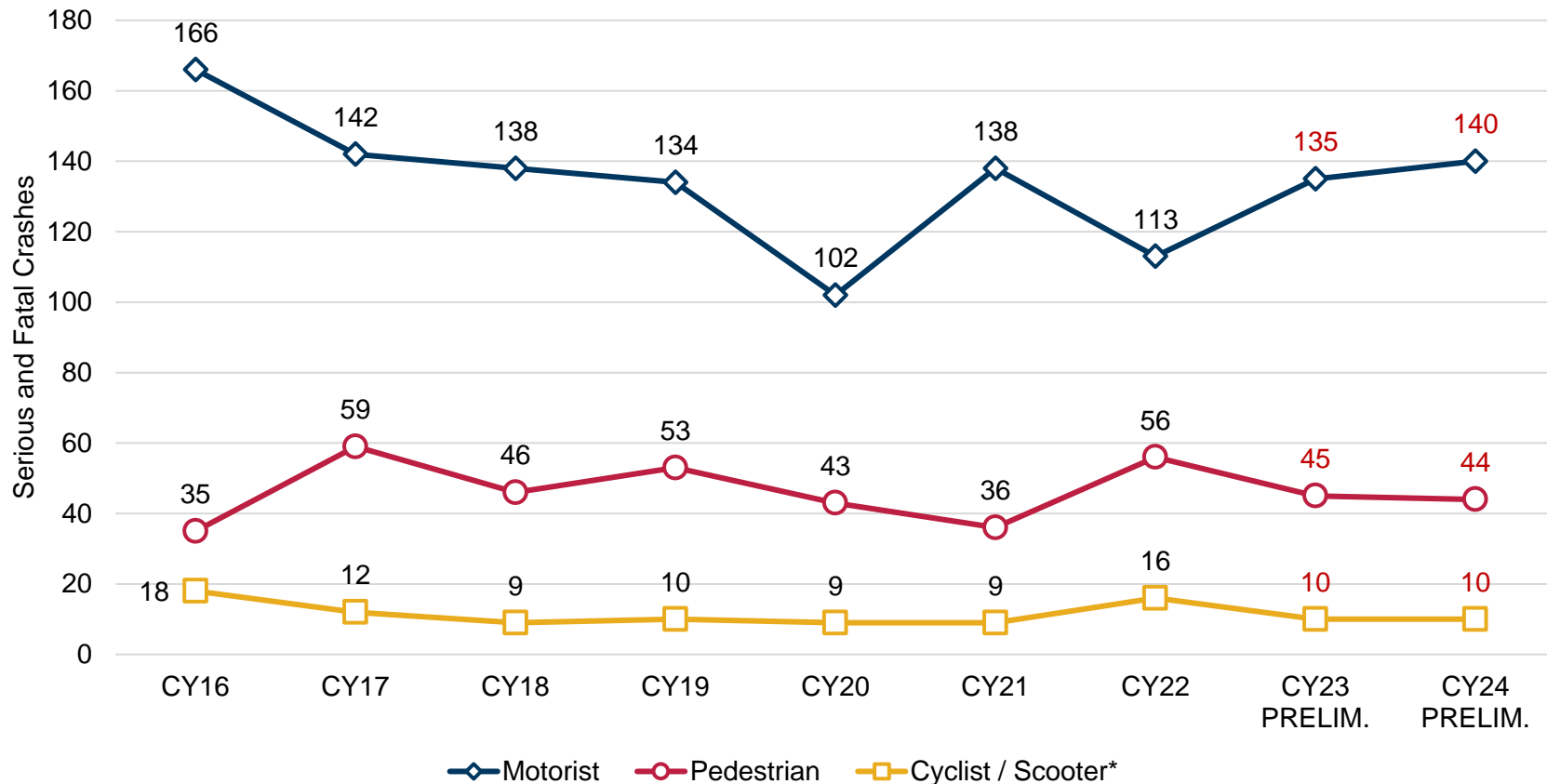
For detailed information on each of the Plan's 45 action items, see the next pages or use the hyperlinks below.

- [Serious and Fatal Crashes Year to Date](#)
- [How to Read the Action Item Updates](#)
- [Status of All Action Items](#)

Serious and Fatal Crashes Year to Date

The chart below shows the number of serious and fatal crashes, excluding interstates and the ICC, in Montgomery County for each calendar year through the end of the current quarter. Serious and fatal crashes were up 2% compared to last year and 6% below the 2016-2019 January-September average. By roadway user, non-motorist collisions (pedestrians and cyclists) with serious or fatal injuries were down by 1 crash with motorist only serious and fatal crashes up 5.

Serious and Fatal Crashes by Road User, Jan 1 to Sep 30



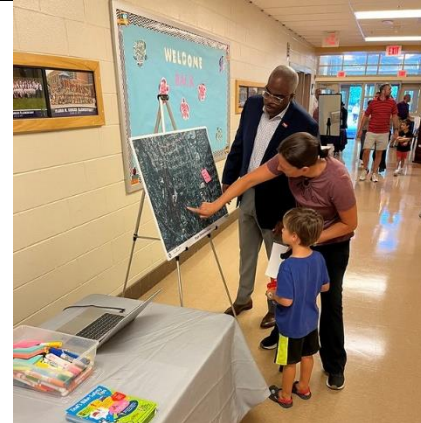
*Manual powered and electronic scooter is a new category in 2024 and combined with cyclist crashes in the above chart.

Quarter 1 Highlight Reel

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



New sidewalk installed along New Hampshire Ave Service Road as part of high injury network project.



Families provide safety feedback on a Safe Routes to School project at a Back to School night at Flora Singer Elementary.



Demolition work for [Metropolitan Branch Trail Phase 2A](#).



Young bike riders learn hand signals at a bike rodeo for a local Girl Scout Troop.

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.
- **FY25 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.
- **FY25 Implementation** – A written summary of recently completed or upcoming work on the action item.

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 FY25, work is underway on all 45 actions.

Action Item	Action Item Description	FY25 Status	FY25 Implementation
<p>S-1: High Injury Network Projects</p>	<p>Implement safety countermeasures on identified high-risk road segments and intersections.</p>	<p>On-Going and On-Schedule</p>	<p>For FY25, there are nine County and three State high injury network (HIN) corridors under study, design, or construction.</p> <p>Studies and facility planning: Germantown Multimodal Improvements – alternatives were presented to the County Council on September 10. The Council voted unanimously to approve the alternative that would advance interim bikeways with a plan to upgrade each to more protected bikeway alternatives over time.</p> <p>Shady Grove Bikeway and Safety Improvements – A public meeting was held on July 9 to present to alternatives and collect feedback.</p> <p>Road Safety Audits Planned for fall and winter:</p> <ul style="list-style-type: none"> • Randolph Rd from New Hampshire Ave to Glenmont Cir • Democracy Blvd from Old Georgetown Rd to I-270 Interchange • Redland Rd from MD 355 to Beaderwood Ln • E Gude Dr from Frederick Rd to Southlawn Ln • University Blvd W (by SHA as part of Pedestrian Safety Action Plan) <p>Advancing from Study to Design</p> <ul style="list-style-type: none"> • Randolph Road from Connecticut Ave to Georgia Ave - MCDOT was awarded technical assistance from the Transportation Planning Board to advance the HIN study to preliminary (30%) design. Work will start in the fall.

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			<ul style="list-style-type: none"> Montgomery Village Avenue - Finalizing the design for safety improvements to advance with planned repaving project. Bel Pre- Finalize the design started last year to implement the safety measure using flex post and markings. New Hampshire Ave from University Blvd to Powder Mill Road - SHA hosted a public informational workshop on September 9, 2024. Residents were invited to provide feedback on preliminary concepts. <p>Construction and Pilots:</p> <ul style="list-style-type: none"> Georgia Ave from DC Line to Glenmont Metro – WMATA, SHA, and MCDOT are reviewing peak hour tactical bus lanes for Downtown Silver Spring. Montgomery Village Avenue – Will be built as part of repaving project. Bel Pre Rd – installation of quick build recommendations this fiscal year as design is advanced for long-term project. Crystal Rock Dr – installation and activation of new traffic signal at Crystal Rock Drive and Waters Landing Way in October.
<p>S-2: Intersection Redesign</p>	<p>Shorten crossing distances for pedestrians and cyclists and slow down the turning speed of vehicles through intersection modifications. Utilize quick build materials where appropriate.</p>	<p>On-Going and On-Schedule</p>	<ul style="list-style-type: none"> The County is coordinating with the State Highway Administration and WSSC on the removal of “hot right” turn lanes at Old Georgetown Road and Rockville Pike. Design is finalized and permits are received. Construction is delayed pending RAISE grant application and construction fund availability. Bradley Blvd & Wilson Lane: Design has been completed for Bradley and Wilson. This project is going to construction and stakeout is currently in progress with test pits being the next step.

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			<ul style="list-style-type: none"> • Elrod and Saul project is in late design phase, nearing construction. This project redesigns this intersection to improve safety for turns in and out of Elrod Road. • 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 prior to starting the procurement process. • See Action Item S-9 below for intersection projects related to Safe Routes to School. Current quick build neighborhood intersection projects planned along Sligo Ave, Tenbrook Dr, and Woodson.
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>As of the end of September 2024, 1 traffic signal has been activated with 3 signals and 4 pedestrian hybrid beacons (PHBs) planned for the rest of the year.</p> <p>Traffic signals installed</p> <ul style="list-style-type: none"> • Josiah Henson Parkway and Nort Park. Activated 9/5/24 <p>Traffic signals planned</p> <ul style="list-style-type: none"> • Crystal Rock Drive & Waters Landing (activation in October). • Parkland Drive & Faroe Place • Grubb Road & Colston Drive <p>PHBs scheduled</p> <ul style="list-style-type: none"> • Cedar Lane and E/W Parkhill • Flower Avenue and Plymouth Street • Old Columbia Pike and Oakhurst Drive • Jones Bridge Road and West Coquelin Terrace
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 Crystal Rock Drive HIN corridor.</p> <p>The Safe Streets Act of 2023 was passed by the County Council on 9/19 and signed by the County Executive on 9/27.</p>

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			<p>24 intersections have had lead pedestrian intervals (LPI) installed since July 1.</p> <p>Exclusive left turn installations have been made and listed under S-5 below.</p>
<p>S-5: Corridor Access Management</p>	<p>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.</p>	<p>On-Going and On-Schedule</p>	<p>Watkins Mill Road at Stedwick Road signal phasing adjusted to address confusion and conflicts resulting from exclusive/permissive lefts in combination with lead pedestrian signal.</p> <p>Montgomery Planning has not started the next phase of the access management study. The next phase will examine changes to county code and development review procedures.</p>
<p>S-6: Roadway Departure</p>	<p>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.</p>	<p>On-Going and On-Schedule</p>	<p>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. The County is waiting on an update from SHA on the status of the potential award.</p> <p>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.</p>

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<p>S-7: Separated, Low-Stress Bicycle Facilities</p>	<p>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.</p>	<p>On-Going and On-Schedule</p>	<p>MCDOT and SHA have 27 bikeway and shared use path projects planned or underway for this fiscal year. 19 are in the design phase, 5 have finished design and pending construction, and 3 are under construction.</p> <p>Bikeways under design:</p> <ul style="list-style-type: none"> • Bowie Mill Road bikeway at 70% design with goal to complete design in FY25. • Burlington Ave/13th St Cycletrack design started in the summer of 2024. The design process is expected to continue into the summer of 2025. A public meeting will be held in November 2024 for collecting feedback on the 30% design. A construction timeframe has not yet been set. • Carroll Ave bikeway mandatory referral is scheduled for October 2024 and expected to reach 70% design in spring 2024. • Cheltenham/Norfolk/Tillbury bikeway design underway and past 10%. • Cherry Hill Road bikeway. expected to reach 70% design in spring 2024. • Dale Drive Shared Use Path and Safety Improvements. Ongoing coordination with utility companies to wrap up design effort. PEPCO is anticipated to relocate utility poles by summer of 2025, pending right-of-way clearance. • East Silver Spring Greenway is expected to complete design in fall 2025. Mandatory referral hearing held September 12, 2024. • Flower Avenue bikeway (also related to action item T-1) 70% design completion anticipated by the end of November 2024.

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			<ul style="list-style-type: none"> • Heritage Triangle Trail – Phase I, Dr. Bird/Norwood Road from MD 108 to Layhill Road expected to reach final design and receive permits by December 2024. • McComas Neighborhood Greenway in final design phase and anticipate completing by the end of 2024. Additional coordination with Stephen Knolls School (MCPS) is needed due to impact to school entrance. • MD355 Clarksburg Road shared use path. MCDOT working on property acquisition. • Montgomery Ln/Ave Cycletrack – Phase 2C reached 70% design in September with design expected to be complete in spring 2025. • Sandy Spring Bikeway - MCDOT coordinating with SHA. The Semi-Final Review (65% design completion) milestone anticipated in fall 2024. • Norwood Road Shared Use Path at 35% Design. MCDOT submitted for storm water management plan approval to Department of Permitting Services. Documents were submitted to MNCPPC for the mandatory referral (MR). Proof of the submittal for Stormwater Management was accepted by MNCPPC staff. Waiting to get mandatory referral hearing date. • Piney Branch Road Separated Bike Facilities are currently in the concept stage with 35% design anticipated for spring 2025. • Tuckerman Lane sidewalk/bikeway project reached 35% design in spring 2022 with mandatory referral hearing scheduled for May 2023. The project has been funded for final design and construction starting in FY27. • Veirs Mill Road Bicycle & Pedestrian Improvements are going towards final design and will be completed in early 2025.

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			<ul style="list-style-type: none"> • Woodmont Phase II (Wisconsin Ave to Miller Ave & Montgomery Ln to Norfolk Ave) at approximately 70% design. • McComas Ave neighborhood greenway reached 70% design and will have public feedback open in April and May. Construction in early 2025, weather permitting. <p>Bikeways with final design ready for construction: ready to start construction:</p> <ul style="list-style-type: none"> • Amherst Avenue bikeway design completed. Property acquisition process to begin in 2025. Construction is expected to begin in fall 2025. • Fenton Street cycletrack. MCDOT updated final design to accompany utilities by winter 2025 and utility relocation starting in spring 2025. • MacArthur Boulevard from I-495 to DC - MCDOT is coordinating with Division of Highway Services to combine Segment 3 construction with upcoming resurfacing work of MacArthur Blvd under one contract. IFB is anticipated in summer 2025. • Marinelli Road bikeway construction to begin once construction survey (baseline of construction stakeout) has been completed. Expect construction to start fall 2024. • MD 355 Grosvenor shared use path – Design is 100% complete. Construction starts in November 2024 depending on the WMATA project and weather. <p>Bikeways under construction:</p> <ul style="list-style-type: none"> • Capital Crescent Trail along the Purple Line construction ongoing with 48% complete as of July 31 with trail expected to open in 2026.

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			<ul style="list-style-type: none"> • Good Hope Road shared use path Extension started in fall 2024 and expected to complete in spring 2025, weather permitting. • Metropolitan Branch Trail Phase 2A in Downtown Silver Spring construction work started 3/13/24.
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.	On-Going and On-Schedule	<ul style="list-style-type: none"> • Montgomery Parks received unanimous County Council approval of a permanent two-lane configuration along Little Falls Parkway in January 2024. The Council approved site plan builds upon the interim two-lane road diet at the Capital Crescent Trail crossing, implemented in 2017, which has proven extremely successful in reducing crashes and increasing safety. Parks is currently working with the National Capital Planning Commission (NCPC) for review and project approval per the Capper-Cramton Act. The project will also include enhanced, safer bicycle and pedestrian connectivity along Little Falls Parkway and the Capital Crescent Trail. The project's Environmental Assessment (EA) was published in June 2024. The NCPC reviewed the project on September 5 and approved the preliminary and final site development plans. • 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. We held our first public community meeting in early May which was well attended and received great feedback from area residents. We are moving ahead with field survey and design of high priority FY25 projects along the Matthew Henson Trail, Sligo Creek, and Wheaton Regional Park. The first batch of projects will include improvements at

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			<p>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 (to list just a few).</p> <ul style="list-style-type: none"> • Parks have continued our design of safety improvements at various Park hard surface and natural surface trails throughout the County. We are working with our unit price contractor to continue to build previously designed improvements and reduce our backlog of construction work.
<p>S-9: Safe Routes to School Engineering Projects</p>	<p>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.)</p>	<p>On-Going and On-Schedule</p>	<p>Walk Audits: MCDOT is on track to complete 15 walk shed safety audits this fiscal year.</p> <ul style="list-style-type: none"> • Flower Valley • Beverly Farms Elementary School • Fox Chapel ES • Highland Elementary School • Little Bennett ES • Snowden Farm ES • Strawberry Knoll ES • Westover Elementary School • Woodlin Es • Clarksburg High School • Montgomery Blair High School • Briggs Chaney Middle school • Herbert Hoover Middle School • Rocky Hill Middle School • Flora M Singer ES <p>In September, MCDOT staff attended back-to-school nights and held community meetings to get feedback on new walkability studies.</p>

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			<p>Spot improvement projects. Completed: <ul style="list-style-type: none"> • Jackson Lane Elementary School • Sargent Shriver Es- Barbara Rd/ Elby St- All Way stop • New Hampshire Estate Elementary School- • All-Way Stop Conversion - 11th Ave at Quebec • All-Way Stop Conversion - 11th Ave at Chickasaw Dr Scheduled: <ul style="list-style-type: none"> • Forest Knolls Elementary School -Roundabout at Dennis and Marvin • Wheaton Woods Elementary School - new traffic signal at Parkland Drive & Faroe Place. • New Hampshire Estate Elementary School - bikeway along Carroll Ave in design. • Jackson Lane Elementary School- pedestrian refuge island and painting white edge line to narrow the roadway. Sidewalks near schools: 3 walk areas: <ul style="list-style-type: none"> • Watkins Mill High School • Cabin John Middle School • Travilah Elementary School Speed limits: As part of Safe Routes to School project, parts of Dunrobbin and Bannockburn Drives will be reduced from 25 to 20 MPH around Bannockburn Elementary School.</p>
<p>S-10: Provide Safety Upgrades During Routine Maintenance</p>	<p>Utilize repaving, tree pruning, and other maintenance schedules to provide lane widths, pedestrian and bicycle</p>	<p>On-Going and On-Schedule</p>	<p>MCDOT is coordinating with WSSC for paving and bikeable shoulders along Kensington Parkway.</p> <p>MCDOT continues its quarterly division meetings to review the paving schedule and coordinate safety projects with the paving projects. No striping plan reviews in FY25Q1.</p>

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	<p>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.</p>		
<p>S-11: Improved Lighting</p>	<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>	<p>On-Going and On-Schedule</p>	<p>CBD Projects: Silver Spring CBD installation and upgrades are underway along with Wheaton. Bethesda CBD installations are finished.</p> <p>Infill Lighting Projects: Tuckerman Lane was recommended from D.O./Studies and is currently in construction for PEPCO with estimated completion 11/15/24. Beech Ave at Bethesda Trolley Trail 2 upgrades in design. Longdraft Road and Clopper Road 2 new installs to be completed September 2024. Hall Road/River Road bus stop overhead light estimated completion expected 12/1/24. Pheasant Run and LED upgrade at crosswalk expected completion in October 2024.</p> <p>US29 Infill Lighting: US 29 construction is not yet started. The project is in the late design phase with final plans awaiting SHA review.</p> <p>Encouraging Community Outage Reports: Utilizing social media and press releases to encourage safety around Halloween and end of Daylight Saving Time in Q2.</p>
<p>S-12: Sidewalk Repair and Clearance</p>	<p>Ensure sidewalks are in good repair, free from obstructions, and meet or exceed the Americans with</p>	<p>On-Going and On-Schedule</p>	<p>MCDOT Division of Highway Services continues to remove hazards from existing sidewalks based on sidewalk surveys and resident requests.</p>

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	Disabilities Act (ADA) requirements. Continue to update sidewalk survey to proactively address trip and other hazards from uneven or blocked sidewalks.		
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.	On-Going and On-Schedule	7,301 linear feet of sidewalk installed this fiscal year under sidewalk minor program . See S-7 above for shared use path projects underway.
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.	On-Going and On-Schedule	Over 150 of 250 crosswalks have been updated by MCDOT Intersection and Spot Improvement Team. Other crosswalk upgrades being advanced in standalone projects. Retroreflective backplates have been installed at 3 locations.
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	On-Going and On-Schedule	Steateries: <ul style="list-style-type: none"> • Wheaton Steatery: MidCouty RSC maintaining Price Ave & Elkin St with expected shut down for the winter. • Bethesda Woodmont Avenue: Being advanced by private developer in charge of this section of Woodmont. • Silver Spring Ellsworth Drive – Private developer has closed the street to thru traffic and provided tables and seating.

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	provide benefits to businesses and residents.		Shared Streets: <ul style="list-style-type: none"> Norfolk facility planning is complete. Newell Street facility planning expected to be complete Q1 FY25.
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	<ul style="list-style-type: none"> During the summer, Montgomery County Police continued clean up of the new 2024 crash data to ensure all codes were being correctly shown on the open data portal. The Vision Zero data website now includes a monthly summary report for non-motorist (pedestrian, bicycle, and scooter riders). The Maryland Highway Safety Office continues to provide timely updates to the statewide fatal crash dashboard.
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	The first data analysis of incoming MC311 service requests for traffic studies draft report was completed at the end of FY24. The draft is being finalized for public release. The report will examine resident requests to MCDOT and MCPD for traffic and pedestrian safety.
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	On-Going and On-Schedule	<p>As part of Safe Routes to School project, parts of Dunrobbin and Bannockburn Drives will be reduced from 25 to 20 MPH around Bannockburn Elementary School.</p> <p>Speed limit changes made by the County Government can be found at Roads with Reduced Speed Limits (montgomerycountymd.gov).</p>

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	bring the design speed in line with the desired target and posted speed limit.		
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	<ul style="list-style-type: none"> • The Master Plan of Highways and Transitways is under development which will assign target speeds to most roadways in the county. • The County expects bills allowing more leeway to lower posted speed limits based on Complete Streets Design Guidelines to be introduced during the 2025 Maryland General Assembly.
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 continues to utilize MHSO grant funding during specified statewide "wave" enforcement periods.</p> <p>Latest red-light camera installations:</p> <ul style="list-style-type: none"> • Connecticut Ave (MD 185) and Aspen Hill Road. at all 4 approaches • Columbia Pike (US 29) @ Stewart Lane SB are installed and being tested prior to activation. <p>On August 1, Montgomery County Police published an updated list of approved speed camera corridors and added 44 new blocks. Ten additional mobile speed cameras will be added to the existing fleet in the fall.</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. MD 355 BRT has reached 35% design and MCDOT released a request for proposals to have a Progressive Design Builder under contract by June 2025. MD 586 is now at 95% design and expected to reach final design in spring 2025.</p> <p>Along and around the Purple Line, initial design underway for building bike lanes along Flower Avenue, Carroll Avenue, and</p>

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			Piney Branch Avenue , full construction activity continued along the Capital Crescent Trail , and the Metropolitan Branch Trail Phase 2A in Downtown Silver Spring.
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>Ride On Reimagined: On September 9, Ride On presented to the Council's Transportation and Environment Committee on the Ride On Reimagined service concepts and recommendations.</p> <p>Silver Spring urban navigation pilot: Project design is at 90% complete and final design is underway. Expect final design completion Q2 FY25. Construction expected Q3 FY25.</p> <p>Transit Stop Audits:</p> <ul style="list-style-type: none"> • Design 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 FY25.
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 working on a review of ten locations with the highest school bus stop violations. An updated review and violation data will be published in December 2024.
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.	Not Started, On-Schedule	Will need to find additional funding or grant opportunity to create a new awareness campaign.
T-5: Maintenance of Travel (MOT) during	Ensure construction and other road	Completed	The Department of Permitting Services debuted new interactive apps showing active permits, including right of way permits, in

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Sidewalk and Road Closures	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.		February 2024. A construction activities map showing all ROW permits has been in place for a few years now. DPS will work with our 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.	On-Going and On-Schedule	<p>Silver Spring secure bike parking facility: Design is complete. Project is ready to bid and expected to go to bid Q2 FY25. Construction expected to start by Q4 FY25. Project was delayed due to unavailability of funds until Q1 FY25.</p> <p>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.</p> <p>E-Scooter Education and Training: MCDOT Commuter Services will have three e-scooter ride trainings in the fall. These classes provide people interested in using e-scooters how to safely ride, park, and store e-scooters. In addition to in-person classes, MCDOT continues to promote on social media safe e-scooter riding and parking information throughout the year.</p>
T-7: Curbside Management	Prioritize curbside space to meet the needs and policy goals for urban areas and ensure use reduces	Not Started, On-Schedule	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

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	conflict amongst road users. This includes creating and expanding pick up/drop off zones, unloading, and short-term parking close to building entrances.		with an average length of stay of 25 minutes. The zones have been considered a success and are now permanent. We plan to expand the zones to other areas in Bethesda and Silver Spring.
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, On-Schedule	No snowfall during the first quarter of the fiscal year 2025.
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	Developing Parking Lot Design Guidelines: Finalizing grant agreement with USDOT. Work is expected to begin in early 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.	On-Going and On-Schedule	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 systems approach into functional and area master plans,	On-Going and On-Schedule	<ul style="list-style-type: none"> • 2024 update to the Growth and Infrastructure Policy is underway. It is expected to be adopted in November 2024. • The update to the Master Plan of Highways and Transitways is underway. The Planning Department will

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	development review, and subdivision staging.		<p>hold additional hearings on the unbuilt M-83 highway based on community feedback received in September.</p> <ul style="list-style-type: none"> • A final report is expected in early 2025 for the Glenmont Corridors Opportunity Study (previously the Randolph Road Corridor Study). • Planning has on-going coordination on the Safe Streets Act, Parking Lot Design Study, Updated Lighting Guidelines, MCDOT's Accessible Design Guide. • The University Blvd Corridor Plan is underway with an expected completion date in summer 2025.
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	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 manufactures 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.	On-Going and On-Schedule	<ul style="list-style-type: none"> • 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.
P-1: Outreach and Education to the Community	Improve project communication and outreach to a broader audience and on multiple communication channels utilizing	On-Going and On-Schedule	The summer 2023 <i>La Abuelina</i> pilot has been evaluated to look at website hits, social media impressions, and feedback received during through the eight pop-up events. Overall feedback from residents and partners was positive and found the information helpful. The summary is available on the Vision Zero website . <i>La Abuelina</i> was put forward for funding the last

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	<p>County Government outreach staff on safety topics relevant to Montgomery County's identified safety problems and demographics.</p>		<p>two budget cycles, but was not funded. Based on other budget and grant funding priorities, <i>La Abuelina</i> was not selected to move forward in FY25.</p> <ul style="list-style-type: none"> The MCDOT Pedestrian Safety Team held 71 events between July 1 and September 30. Outreach included Back to School nights to provide safety information and collect feedback for on-going safety studies, tabling near recently installed pedestrian hybrid beacons, summer festivals, and farmer's markets. The County will begin in fall 2024 to prepare grant submission ideas for the 2025 Maryland Highway Safety Office outreach and law enforcement grants. <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>Youth Ambassadors: Applications for the Vision Zero 2025 Youth Ambassador will open in November with the program starting in January 2025.</p> <p>Older Driver Outreach:</p> <ul style="list-style-type: none"> MCDOT Pedestrian Safety Team will present a senior safety presentation at the White Oak Community Center in October. Planning on-going for December's Older Driver Safety Week. <p>Continued partnerships with the following partners outside of Montgomery County Government:</p> <ul style="list-style-type: none"> Public Schools (Walking Wednesdays, bike rodeos, and bus stop safety) Grocery stores and shopping malls (providing space for community engagement)

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			<ul style="list-style-type: none"> Community associations (presentations and outreach at community events) MD Motor Vehicle Administration (providing space for community engagement) MD Highway Safety Office (coordination of safety plan implementation and community engagement) MD State Highway Administration (coordination on safety projects and outreach) Maryland-National Capital Park and Planning Commission (joint efforts on policy updates) <p>Montgomery County remains membership with the Vision Zero Network and the Road to Zero coalition.</p>
P-3: Coordination of Campaigns	Wrap around planned safety projects with education, encouragement, outreach, and enforcement.	On-Going and On-Schedule	<p>During the summer, MCDOT's Pedestrian Safety Team performed door-to-door outreach along New Hampshire Avenue as part of the service roads sidewalk project. MCDOT and MCPD continue to coordinate education, engagement, and law enforcement activities along high injury network corridors and where Safe Routes to School studies are on-going.</p>
P-4: Ending Impaired Driving Deaths	Implement a multifaceted program towards ending impaired driving deaths with focus on prevention and treatment.	On-Going and On-Schedule	<p>Strategic Plan and Legislation:</p> <ul style="list-style-type: none"> Noah's Law update, to include driver's given probation before judgement for impaired driving, will go 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 are working on a regional anti-impaired driving plan that will have similar overlap with the County's plan.

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			<ul style="list-style-type: none"> The County continues to promote SoberRide for holidays. <p>Legislation: The Vision Zero Steering Committee proposed statewide legislation that would lower the legal blood alcohol content (BAC) limit from 0.08 to 0.05. The County Executive approved the proposal, but no sponsor in the State Delegation was found. The County supported closing the Noah's Law loophole that allows drunk drivers to avoid ignition interlock program if they are given probation before judgment. After 6 years, Noah's Law loophole was closed.</p> <p>Law Enforcement: During this quarter MCPD Central Traffic conducted joint enforcement details with several partner agencies to include MSP, MDTA, and MPD along major arterial and interstate highways.</p> <p>Green and wet labs: Cannabis labs are continuing to run year-round. These labs are now a required component of certification for all police officers that go through MCPD's police academy. The most recent lab took place on August 27th, 2024. The next lab will likely take place within the next few months.</p>
<p>P-5: Expansion of Automated Enforcement</p>	<p>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.</p>	<p>On-Going and On-Schedule</p>	<p>The 2024 Automated Traffic Enforcement Plan was sent to the County Council on September 11, 2024. An annual update will be provided in 2025.</p> <p>Latest red-light camera installations:</p> <ul style="list-style-type: none"> Connecticut Ave (MD 185) and Aspen Hill Road. at all 4 approaches Columbia Pike (US 29) @ Stewart Lane SB are installed and being tested prior to activation.
<p>P-6: Focused Enforcement Efforts</p>	<p>Focus the efforts of MCPD officers on</p>	<p>On-Going and On-Schedule</p>	<p>MCPD Central Traffic leads the department's efforts in this area with high visibility enforcement focused along the county's HIN</p>

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	<p>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.</p>		<p>zones. Enforcement is done utilizing traditional marked vehicles, subdued marked vehicles, and motorcycles.</p> <p>There were 11,564 traffic stops made by MCPD officers in FY25Q1 with 13,147 warnings, 6,617 citations, and 640 equipment repair orders given:</p> <ul style="list-style-type: none"> • 4,396 stops with a speed violation (38%). Speed remains the top warning and citation given by MCPD officers. • 2,006 for violating traffic signs, signals, and markings (17%). • 703 for unsafe lane changes, overtaking, and passing (6%). • 565 for mobile phone use (5%).
<p>P-7: Expand Safe Routes to School</p>	<p>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.</p>	<p>Not Started, On-Schedule</p>	<p>Advancing this item will likely require new, dedicated resources. A grant may not be a good fit as grants are typically one-off expenditures and not suited to support on-going programming.</p>
<p>P-8: Bike Riding and Safety Courses</p>	<p>Expand adult and child beginner biking courses through Commuter Services and Safe Routes to School. Incorporate micromobility device training (e.g., e-scooters).</p>	<p>On-Going and On-Schedule</p>	<p>MCDOT Pedestrian Safety will implement a weekly-long bike rodeo program for 3rd-5th Graders at Bayard Rustin Elementary School.</p> <p>MCDOT will provide training and loan equipment for school staff to conduct multiple bike rodeos during PE class periods throughout the week. The bike rodeos will teach important bike safety tips through fun and engaging hands-on lessons, including helmet and the ABC checks. The students can then practice what they have learned on bikes.</p>

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			Summer and fall bike rodeos: <ol style="list-style-type: none"> 1. Ben Yehuda Pizza 2. Plum Gar Fall Festival 3. Bayard Rustin Elementary (weeklong training in PE class planned for October) 4. Whetstone Elementary (planned for October) 5. Brooke Grove Elementary (planned for October) 6. Girl Scout Troop 5383 (planned for October) There will be 6 adult learn to ride a bike and two adult basic bike skills courses in the fall. There will be 3 adult e-scooter safety courses in the fall.
P-9: County Employees using Fleet Vehicles	Provide a safe driving program for all County employees that utilize County fleet vehicles.	On-Going and On-Schedule	Departments covered under Risk Management's self insurance program can get regular reports on property damage and injuries as a result of car collisions. In the FY24 Annual Report , collisions resulting in claims were down 36% between FY19 and FY23 driven by a 69% reduction by MCDOT's Division of Transit Services (Ride On) and 12% for the Police Department.
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 . MCFRS is also tracking patient outcomes such as number of trauma patients properly transported to a trauma center.

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R-2: Planning and Coordination for Safe Traffic Incident Management	Utilize leading practices, policies, and technology to eliminate secondary crashes that occur while first responders are on the scene.	Not Started, On-Schedule	Traffic Incident Management review will start in late winter 2025.