VISION ZERO

NO TRAFFIC DEATHS BY 2030
IN MONTGOMERY COUNTY

OUR PLAN TO ELIMINATE FATALITIES AND SERIOUS INJURIES ON OUR ROADS BY 2030

2020 ACTION PLAN • JAN 2020

MONTGOMERY COUNTY

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MESSAGE FROM THE COUNTY EXECUTIVE

I am pleased to present my 2020 Vision Zero Action Plan toward eliminating serious and fatal collisions from our County roadways. My administration is committed to putting resources in place to make Vision Zero a reality in our County. I have recommended $266.6 million for Vision Zero projects in my Fiscal Years 2021-26 Capital Improvement Program (CIP), with $23.9 million of new funding. The funding will allow us to rebuild our streets and intersections with safety as the number one priority, fill critical gaps in our sidewalk network, and install protected bicycle lanes to make Montgomery County a world-class bicycling community.

Funding and implementing Vision Zero is crucial because there are too many fatalities on our roads and they are all preventable. In 2019, we lost 32 people in 31 crashes. They ranged in age as young as 3 and up to 86 years old. Only a few weeks into 2020, we have already lost 3 members of our community who were struck crossing the street. We owe it to everyone travelling in our County to make our roads safer so one mistake does not end a life.

For the 2020 Vision Zero Action Plan, we will build on the progress made during the 2018-19 Action Plan. We will finalize new roadway design standards and highway functional classifications to bring all our internal standards in line with Vision Zero principles. New protected bike lanes and greenways will be built in Bethesda, White Flint, and Aspen Hill. Traffic signals and pedestrian beacons will be installed to protect pedestrians and cyclists across the County. I have instructed the Department of Transportation to look for innovative treatments that can be used for short-term safety gains while the long-term projects are in development.

As we implement the 2020 Vision Zero Action Plan, we will start building our 10-Year Vision Zero Strategy. This process will collect feedback from all parts of the County to determine the systematic steps necessary to eliminate traffic fatalities from all our urban, suburban, and rural roadways.

Vision Zero is a big goal, but no loss of life on our roadways is acceptable. While the County puts resources in place to design safer roadways, I encourage you to do your part by putting your phone away while driving, buckling up for every trip and every seat, never drive impaired, and always drive at or below the speed limit. Together, we can work toward reaching Vision Zero by 2030.

County Executive Marc Elrich

> "Funding and implementing Vision Zero is crucial because there are too many fatalities on our roads and they are all preventable."
>
> *County Executive Marc Elrich*

ZERO

2020 ACTION PLAN OVERVIEW

The 2020 Vision Zero Action Plan expands on the work completed during the 2018-2019 Two Year Action Plan by implementing recommendations from completed studies, advancing on-going initiatives, and completing open action items. While work on these action items is underway, outreach will start in spring 2020 to develop the long-range strategic plan to further guide the County towards elimination of traffic fatalities by 2030.

This one-year plan has three components: an overview of accomplishments during the 2018-2019 Action Plan, detailed list of the action items to be completed in 2020, and an update of crash statistics.

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TWO-YEAR ACTION PLAN ACCOMPLISHMENTS

The Vision Zero 2018-2019 Two-Year Action Plan built upon successful strategies from Montgomery County's Pedestrian Safety Initiative and integrated Vision Zero and Complete Streets concepts across County Departments and Agencies. The Plan created an ambitious agenda with 41 action items to complete. Highlights from the past few years are shown below as well as a full accounting of all action items in Appendix B.

## Incorporating Complete Streets Concepts in Design Guidelines

WHAT IS A COMPLETE STREET?

Complete Streets are roadways that are designed and operated to provide safe, accessible, and healthy travelways for all users of our roadway system, including pedestrians, bicyclists, transit riders and motorists. They make it intuitive and safe to cross the street, walk to shops, and bicycle to school.[1]

A key step towards orienting Montgomery County's roadway planning and engineering practices for eliminating serious and fatal crashes was updating design guidelines used to determine how public right-of-way is utilized. The Montgomery County Department of Transportation and Planning Department undertook this project together to update the roadway design, signage, signals, and roadway marking standards as well as propose a replacement for Montgomery County's roadway functional classification system to better organize and categorize streets for how people use them and the land use context.[1] The first guideline to be finalized in August 2019 was the Fire Department Access Performance-Based Design Guide.[2] In partnership with Department of Permitting Services and Fire and Rescue Service, the performance-based design guide still prioritizes access and travel for fire apparatuses while incorporating the goal of compact and walkable neighborhoods. MCDOT and Planning are finalizing major portions of the standards and roadway functional classification in order to have a second public review in winter 2020 and send to the Planning Board and County Council for approval in summer 2020.

In parallel with the County's efforts, the State Highway Administration developed and released in November 2019 its *Context Driven – Access and Mobility for All* guidelines.[3] SHA created these standards to establish new context zones that better match the differing land uses around State-maintained roadways across the State. Within each of the six new context zones, the guide provides text and visual representations of the leading practices that would improve safety for each context.
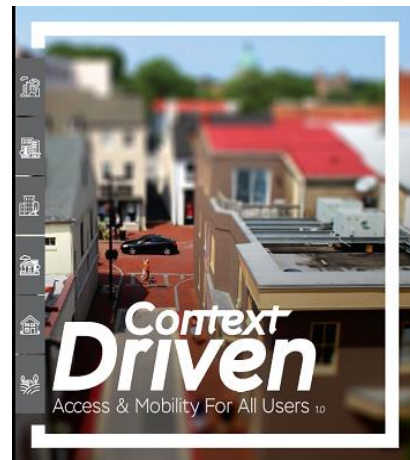
Pedestrian and Traffic Signal Upgrades

More Crossing Time for Pedestrians

MCDOT finished updating all traffic signals under its purview, including those maintained by the Maryland Department of Transportation State Highway Administration (MDOT SHA) and maintained by the County, in November 2018 to have a 3.5 feet per second pedestrian crossing timing. The 3.5 feet per second timing is based on federal and MDOT SHA standards and leading practices such as the NACTO Urban Design Guide.[4] The crossing standard is the new floor and MCDOT will continue analyzing crossing times around areas with high pedestrian volumes, higher concentrations of seniors, persons with disabilities, and surrounding schools to determine if additional crossing time is needed.
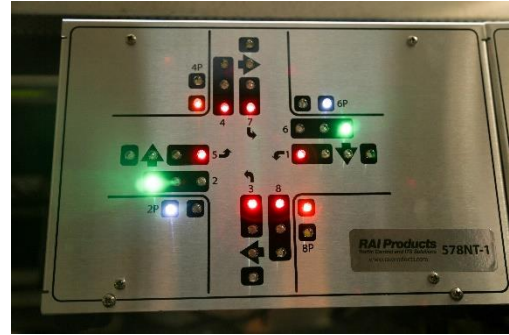
New Signals and Beacons for Safer Pedestrian Crossings

In November 2017, the same month the Two-Year Action Plan was released, MDOT SHA permitted the installation of Pedestrian Hybrid Beacons also known as High-Intensity Activated Crosswalk (HAWK) beacons. Pedestrian Hybrid Beacons provide for installation of a beacon to stop vehicular traffic for pedestrians at un-signalized locations where a full traffic signal would not be appropriate. MCDOT has installed and activated numerous pedestrian hybrid beacons over the last few years to improve safety for pedestrian crossings, including at Muddy Branch Road and Harmony Hall Road / King James Way, Aspen Hill Road at Northgate Plaza Shopping Center (pictured below), and Tuckerman Lane at the Bethesda Trolley Trail. Additional HAWK locations have been planned and designed recently.

Planning and Building a Low-Stress Bike Network

During the Two-Year Action Plan, there were multiple advancements for creating a low-stress bicycle network across the county. In November 2018, the County Council adopted an updated Bicycle Master Plan with the goal of making Montgomery County a world-class bicycling community where "cyclists of all ages and abilities are comfortable and safe."[5] In building the Plan, the Planning Department identified priority routes for upgraded cycling infrastructure to create better connectivity in and between activity centers.

MCDOT began planning and building protected bike lanes in Silver Spring, White Flint, Bethesda, and Wheaton. In Downtown Silver Spring, protected bike lanes were built on Spring Street, 2nd/Wayne Avenue, and Cameron Street as part of the Silver Spring Circle bike network. In White Flint, protected bike lanes were installed on Nebel Street, Executive Boulevard, and Woodglen Drive. Designs for the Bethesda Loop were finalized in 2019 with construction to begin in spring 2020. A study is underway for a protected bike lane along Amherst Avenue in Wheaton.

Mid-Atlantic Region's First Protected Intersection

In order to safely connect the Spring Street and Second Avenue protected bike lanes, MCDOT implemented the first protected intersection in the Mid-Atlantic in October 2019. The main features of the intersection are corner islands that force drivers to slow when turning, providing improved visibility. The islands reduce crossing distances from one side of the street to the other. These elements reduce the possibility of collisions, and if a collision does occur, the likelihood of death or serious injury is reduced because of the lower turning speeds. The new intersection has ADA-compliant ramps and detectable warning surfaces. The project also includes the first bicycle traffic signal in Maryland, where the project crosses Colesville Road.

Improved Park Trail Crossings

A new Capital Improvements Program was created for the Parks Department to assess and implement safety improvements for trail crossings. In 2018 and 2019, Parks studied and implemented safety improvements at over 15 hard and natural surface trail crossings throughout the county including along popular trails such as Rock Creek, Sligo Creek, and Capital Crescent Trail. Below are two examples of trail enhancements applied by Parks.

Garrett Park Road crossing of the Rock Creek Trail. Improvements included:

- Re-aligning the crosswalk,
- Re-constructing the driveway entrance for safety,
- ADA-compliant landing pads,
- Improved signage and markings.

Beach Drive crossing of the Rock Creek Trail at Stanhope Road. Improvements included:

- Re-aligning the crosswalk,
- ADA-compliant landing pads,
- Clearing vegetation to enhance visibility,
- Improved signage and markings.

High Visibility Enforcement

Stay Alert, Stay Alive Campaign

As the first major education and enforcement campaign for the Two-Year Action Plan, the County Executive launched the *Stay Alert, Stay Alive* campaign in April 2018 to curb distracted driving. The multi-faceted campaign included a media and enforcement kickoff in Wheaton, social media messaging, and high visibility enforcement by Montgomery County Police throughout the month. The campaign resulted in over 1,400 warnings and citations issued in April and received publicity from every local TV station, including Spanish language news, to spread the word about the dangers of distracted driving.

Pedestrian Right-of-Way Enforcement
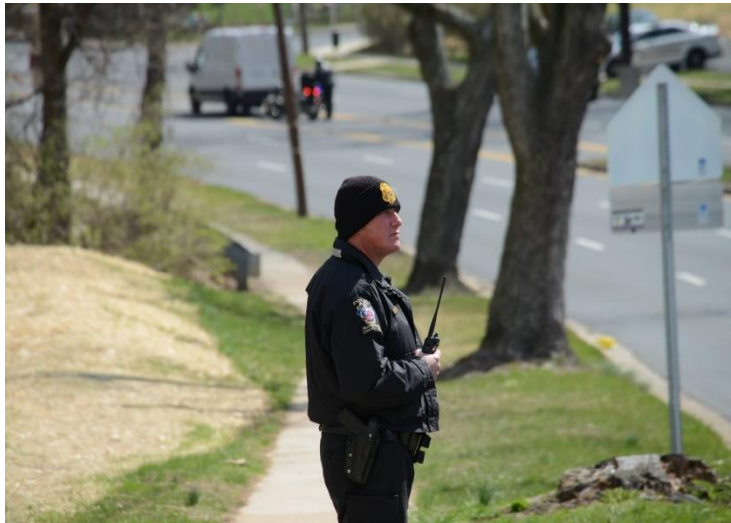
The Montgomery County Police Department (MCPD) leads Maryland and the DC region in dedicated enforcement for pedestrian safety. MCPD utilizes crash data to determine when and where to focus its enforcement efforts to maximize the dedicated time. MCPD performed 294 pedestrian safety details in FY18 and increased to 401 details in FY19. Across the two years, officers tallied 3,269 hours of dedicated enforcement.

3,269 Hours

Amount of dedicated MCPD enforcement for pedestrian safety in 2018 and 2019

Holiday Alcohol Task Force

From Mid-November to New Year's Day, the Montgomery County Police partnered with the Sheriff's Department and local and state police departments to take impaired drivers off the road during the busy end-of-year holiday season. In 2018, the task force arrested 323 people and a slightly lower amount of 288 in 2019. The task force utilizes impaired driving crash data to prioritize patrol routes. Both years' task force work was dedicated to Montgomery County Police Officer Noah Leotta, who was killed by a drunk driver while on-duty as part of the 2015 task force.

Expanded Central Traffic Enforcement Unit

In 2019, Montgomery County Police began a pilot to add 12 officers to the Central Traffic Unit to conduct high visibility enforcement. The primary focus of these additional officers was extra enforcement during the morning and evening rush hours. During 2019, the extra officers made 2,775 traffic contacts with 3,757 citations, warnings and repair orders issued.

## Education and Outreach Throughout the County

Bike and E-Scooter Education Classes

MCDOT, in partnership with e-scooter companies and the Washington Area Bicyclist Association (WABA) provided e-scooter and bike riding classes in 2018 and 2019. E-scooter classes were hosted around the County to help residents learn to ride and park these new mobility options in a safe manner. Classes were mandated by Montgomery County as part of the agreement for e-scooter rental companies to operate in the county. Bicycling classes were available for a variety of age groups. MCDOT sponsored a pop-up traffic garden (top right photo) in July 2019 at Ward Circle Park to create real life traffic situations in a safe setting for children. WABA courses were aimed at older adults and offered courses for those who never learned to ride a bike and courses to gain confidence to ride in and around urban areas. These offerings will continue in 2020.

Pop-up Events for Distracted Driving Campaign

To create relevant distracted driving messages for Montgomery County, the Vision Zero Program held two pop-up events and one focus group to collect feedback on what messaging resonated with the public from draft marketing materials. A focus group of County employees was held in spring 2019 to seek input from first responders, public health, and transportation subject matter experts. Two pop-up events were held in summer 2019 in Wheaton and Rockville to gauge resident and visitor interest in the various messages drafted. The final materials will be used during National Distracted Driving Month in April 2020.
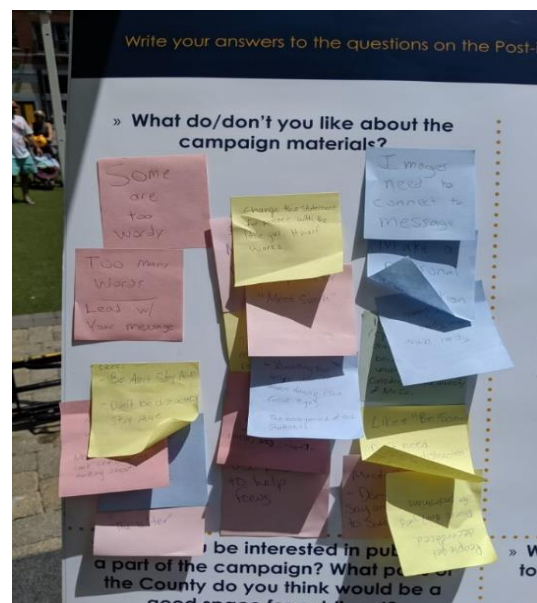
Be Safe, Be Seen Outreach Program

Montgomery County Government departments and agencies combined their resources in November 2019 to launch a campaign to make drivers, pedestrians, and bicyclists aware of the added perils that come with time changes and decreased hours of afternoon daylight. The County's Police Department, Department of Transportation, Fire and Rescue Services, Public Schools, CountyStat, and Office of Public Information joined together on the campaign that distributed safety literature and handouts designed to raise awareness and safety on our streets. The campaign targeted bus stops, schools, transit centers, and parking facilities and reached thousands of residents.

SAFE ROUTES TO SCHOOLS (SRTS) OUTREACH

MCDOT worked with Public Schools to run many successful Safe Routes to Schools education events. In addition to providing resources and information to students, parents, and faculty at ten Back-to-School Nights, MCDOT hosted Walk-to-School Day at Arcola Elementary School with over 500 participants. MCDOT's Safe Routes to Schools program regularly hosts pedestrian and bicyclist safety events at schools throughout the County, including the popular "Bike Rodeo" that teaches kids safe cycling.

County and State Collaboration

Given that the majority of serious and fatal crashes occur on State-maintained roadways, closer partnerships with the State Highway Administration (SHA) and Maryland Highway Safety Office (MHSO) were crucial elements of the Two-Year Action Plan. During 2018 and 2019, Montgomery County worked closely with both state agencies for engineering and education initiatives.
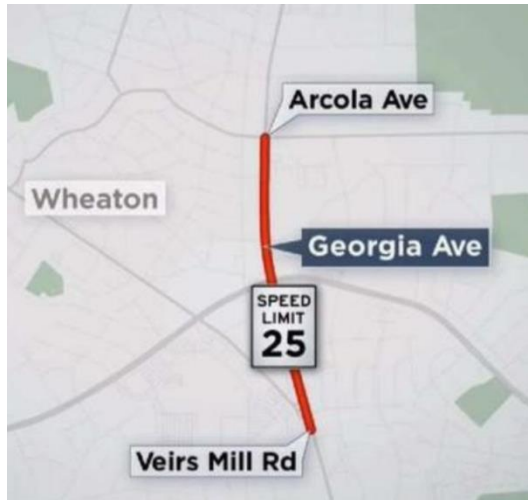
Shortly after the Two-Year Action Plan was finalized, County and State engineers sat together to review the High Injury Network to identify potential short- and medium-term changes that could be made to improve safety. Given the concentration of serious and fatal crashes in and around the Wheaton Triangle, the initial focus was for Georgia Avenue and Veirs Mill Road. Along Georgia Avenue and Veirs Mill Road, SHA lowered speed limits to ones more appropriate for the urban environment. For Georgia Avenue, travel lanes were narrowed to reduce vehicle speeds and a new signal was installed at Georgia Avenue and May Street. MCDOT installed "Do Not Cross" curb markers in English and Spanish to encourage pedestrians to use the nearby crosswalk. MCDOT has also offered to enter into cost sharing agreements with the State for additional safety enhancements along Georgia Avenue.

The County and State also partnered on pedestrian safety programs in Wheaton. In addition to the Wheaton Urban District Team, the County and State utilized bi-lingual street teams to engage with pedestrians crossing outside the crosswalk and collect their safety concerns. MHSO provided a grant to MCDOT to bring a virtual reality challenge to the County that raises awareness for drivers about common crash scenarios with pedestrians and cyclists. The first events were held at Veteran's Plaza in Silver Spring in November 2018 and Westfield Wheaton Mall during the busy December shopping season.

2020 ACTION PLAN

The goal of zero may appear impractical, yet no higher number should be acceptable. Balancing immediate action with long-term strategy demands focus and patience in equal measure. Additionally, Vision Zero requires a new way of doing business from agencies and staff that have been working diligently in this field for years. The 2020 Action Plan builds from the 41 action items from the 2018-2019 Action Plan to implement projects and priorities identified, and continue work for on-going projects.

To reach the goal of zero serious and fatal collisions by 2030, the 2020 Action Plan lays out specific activities with deadlines for implementation. All 32 action items are built around five key action areas: Engineering; Enforcement; Education and Training; Traffic Incident Management; and Law, Policy, and Advocacy.

ENGINEERING
- **LEAD:** Department of Transportation
- **KEY OUTCOME:** Reduction in serious and fatal collisions in the High Injury Network

ENFORCEMENT
- **LEAD:** Police Department
- **KEY OUTCOME:** Hours of dedicated enforcement for factors contributing to serious and fatal collisions

EDUCATION AND TRAINING
- **LEAD:** Public Information Office
- **KEY OUTCOME:** Increased awareness of dangerous driving, biking, and walking behaviors

TRAFFIC INCIDENT MANAGEMENT
- **LEAD:** Fire and Rescue Service
- **KEY OUTCOME:** Maintain response times for traffic collisions with injuries based on department standards

LAW, POLICY, & ADVOCACY
- **LEAD:** Vision Zero Steering Committee
- **KEY OUTCOME:** Updates to laws and policies required to implement Vision Zero

Collision Reduction Targets

The 2020 Action Plan reaffirms the interim targets set in the 2018-2019 Action Plan to get to zero serious and fatal collisions on our roadways by 2030. By the end of 2020, the goal is a 40% reduction in serious and fatal for all roadway users.

The reduction targets were set using the five-year average from 2012 to 2016 as a baseline. The most significant reductions are in the middle years, 2022 through 2025, as completed engineering projects start to bear fruit. In the final four years, the pace slows to 5% per year reductions as the last few collisions will be the toughest to eliminate.

Year	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Target	-40%	-45%	-50%	-60%	-70%	-75%	-80%	-85%	-90%	-95%	-100%
Vehicle Occupant	166	153	139	111	83	69	55	42	28	14	0
Pedestrian	45	41	38	30	23	19	15	11	8	4	0
Cyclist	10	10	9	7	5	4	3	3	2	1	0
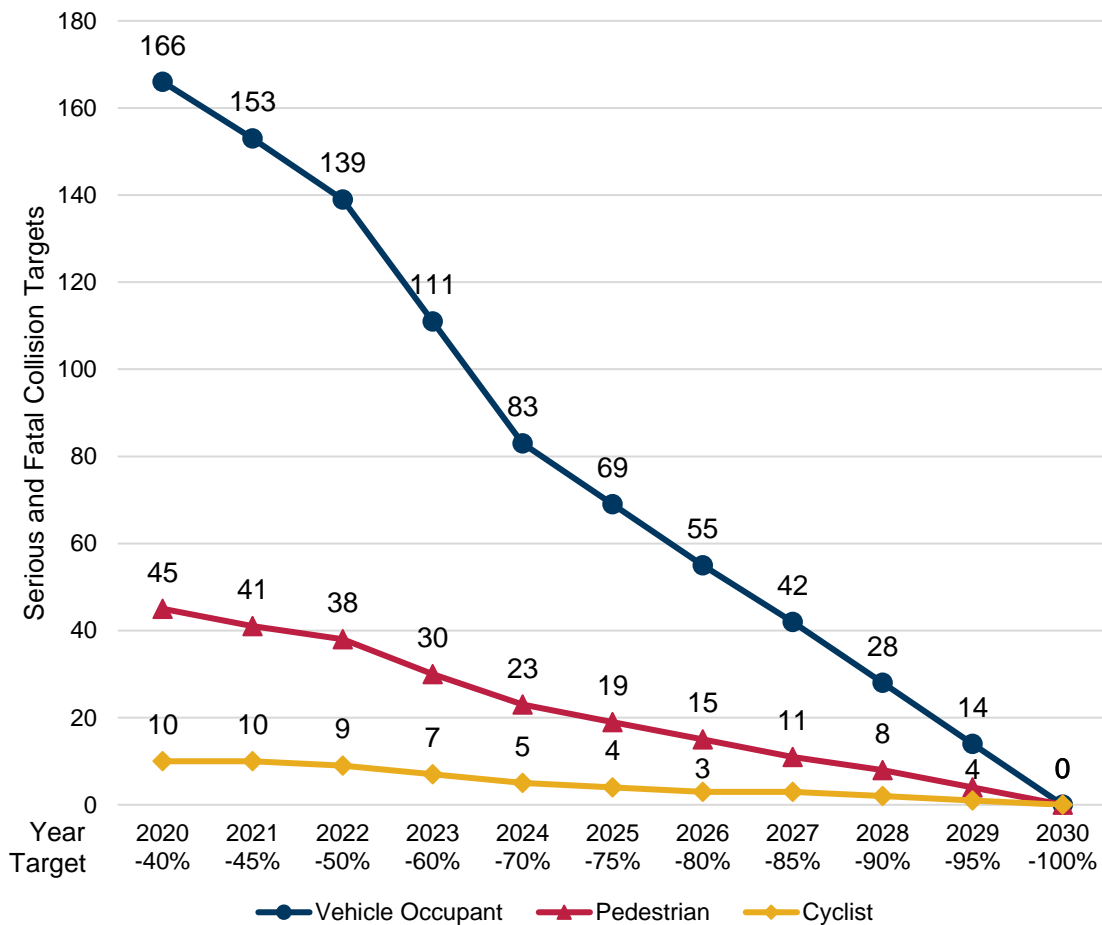
👷 ENGINEERING

✳ LEAD: Montgomery County Department of Transportation (MCDOT)

📈 Key Outcome: Reduction in serious and fatal collisions in the High Injury Network

Vision Zero requires an evidence-based, safe systems approach for all of the County's transportation infrastructure. The safe systems approach prioritizes safety above all else and designs such that roadway users' mistakes do not result in serious injuries or fatalities.

During the Two-Year Action Plan, many action items were focused on updating standards and studying areas for potential improvements. With these studies completed, MCDOT will implement the recommendations.

High Injury Network Roadway Modifications	
Lead: Transportation	**Support:** State Highway Admin.
Action: Design and begin construction on two County-identified High Injury Network (HIN) corridors.	
Why do this: Serious and fatal injury crashes are concentrated along specific corridors in the County. Prioritizing these routes for modification can have the greatest impact on reducing serious and fatal injuries.	
Deadline: Complete design and begin construction for improvements on two HINs.	

High Injury Network Signal Modifications	
Lead: Transportation	**Support:** State Highway Admin.
Action: Design and begin implementation of signal phasing changes along the Shady Grove HIN from Frederick Road to I-270	
Why do this: Focus on specific corridors in the County where serious and fatal crashes are concentrated. Signal modifications, such as implementing leading pedestrian intervals, can improve safety at a lower cost.	
Deadline: Complete design and begin implementation of signal modifications at County controlled signals in the Shady Grove HIN from Frederick Road to I-270 in 2020.	

Implement Pedestrian Road Safety Audit (PRSA) Recommendations	
Lead: Transportation	**Support:** State Highway Admin.
Action: Implement County-controlled recommendations for the Middlebrook Road and Bel Pre Road PRSA.	
Why do this: Address remaining recommendations resulting from the pedestrian roadway safety audits performed on 15 roadway segments since 2008.	
Deadline: Improve pedestrian crossings along Bel Pre Road; install signal at Wisteria Drive and Crystal Rock Drive and implement lane narrowing along Middlebrook Road.	

Develop Cost Estimates for Full High Injury Network Buildout	
Lead: Transportation	**Support:** N/A
Action: Develop planning level cost estimates for full buildout of High Injury Network safety improvements.	
Why do this: To build out a budget and schedule for Vision Zero related improvements along high crash corridors.	
Deadline: Complete planning level cost estimates to support Capital Improvement Programs implementation.	

Finalize Complete Streets Design Guidelines	
Lead: Transportation, Planning, County Council	**Support:** N/A
Action: Publish and approve the updated complete streets design guidelines started under the Vision Zero Two-Year Action Plan.	
Why do this: MCDOT and the Planning Department are updating standards and roadway classifications to bring all standards in line with Vision Zero goals and principles.	
Deadline: Have design guideline approved by County Council in summer 2020.	

Implement Bus Stop Audit Recommendations

Lead: Transportation	**Support:** WMATA, State Highway Admin.

Action: Implement Country-controlled bus stop audit recommendations for one identified corridor in 2020.

Why do this: A significant number of pedestrian crashes are associated with transit users crossing to/from transit stops. Redevelopment or even small changes in surroundings can modify pedestrian desire lines, driving the need for continual reevaluation of transit stop placements.

Deadline: Complete County controlled audit recommendations for one corridor in 2020.

Evaluate Trail Crossings and Intersections

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

Action: Assess 15 trail crossings for safety upgrade needs.

Why do this: Trail crossings create conflict points between pedestrian and bicyclists and motor vehicle traffic. Improvements can lead to a better and safer user experience for all parties crossing the trails.

Deadline: Complete 15 trail crossing assessments in 2020.

State/County Project Collaboration

Lead: Transportation, State Highway Admin.	**Support:** County Executive's Office

Action: Finalize short- and medium-term recommendations for Veirs Mill Road. Begin construction on short-term improvements in 2020. Begin design on mid-term improvements in 2020.

Why do this: The majority of serious and fatal collisions occur on state-maintained roadways. These joint projects will encourage a positive working relationship to advance needed improvements.

Deadline: Construct two new signal / pedestrian beacons along Veirs Mill Road for pedestrian safety in 2020.

Traffic Signal and Beacon Installation	
Lead: Transportation	**Support:** State Highway Admin.
Action: Implement High-Intensity Activated Crosswalk (HAWK) beacons at Democracy Blvd & Walter Johnson High School, Willard Ave & The Hills Plaza, and Summit Ave & Brookfield Dr. Activate a pedestrian activated beacon at MacArthur Blvd & Dunrobbin Dr.	
Why do this: Many areas in the County have long distances between signalized crossings. Using pedestrian beacons and traffic signals provide for safer crossings.	
Deadline: Implement at minimum 3 HAWKs and 1 pedestrian beacon in 2020.	

Fill Sidewalk Gaps	
Lead: Transportation	**Support:** State Highway Admin.
Action: Utilize the data collected in 2019 to finalize sidewalk inventory and identify priority locations and begin design of new sidewalk.	
Why do this: The sidewalk inventory completed in 2019 identified important network gaps that if filled would improve pedestrian safety.	
Deadline: Begin design initiated on high priority sidewalk locations.	

Continue Expanding Low-Stress Bicycle Network	
Lead: Transportation	**Support:** State Highway Admin., Parks, Planning
Action: Construct bike lanes for the Capital Crescent Surface Trail (except the portion along 47th Ave), Woodmont Ave (from Montgomery Lane to Leland Street), and Marinelli Road. Build out Neighborhood Greenway pilot in Aspen Hill. Complete design of Amherst Avenue in Wheaton.	
Why do this: A low-stress bicycle network allows for more people to bike and create needed separation from traffic.	
Deadline: Design and / or construct bike lanes projects and segments identified above in 2020.	

👮 ENFORCEMENT

⁂ LEAD: Montgomery County Police

📈 Key Outcome: Hours of dedicated enforcement for factors contributing to serious and fatal collisions

Vision Zero needs more than improved transportation infrastructure; it requires building a culture of safety. To encourage safe behavior, Montgomery County utilizes evidence-based law enforcement methods, both automated and with police officers.[6] For example, publicized sobriety checkpoints can reduce alcohol-related collisions by 17%.[7] Enforcement actions are combined with education efforts to maximize impact and ensure equitable outcomes.

Continue Fatal Crash Review Team	
Lead: Police	**Support:** CountyStat, Transportation, Planning, State Highway Admin.
Action: The multi-disciplinary review team reviews each fatal crash, starting with 2017 crashes, to examine all possible causal factors and present findings to the public.	
Why do this: The team ensures diverse perspectives are represented when determining potential countermeasures to respond to traffic fatalities.	
Deadline: Finalize review of 2017 cases in 2020.	

High Visibility Enforcement Against Dangerous Behaviors	
Lead: Police	**Support:** Public Information, Transportation
Action: Implement a high visibility enforcement program for 2020 that prioritizes enforcement activities against the most dangerous behaviors (speeding, distraction, yielding right-of-way, impairment, seat belt use, etc.) similar to San Francisco's "Focus on the Five" program.[8]	
Why do this: The Vision Zero Equity Task Force recommended implementing a program like "Focus on the Five" to ensure that enforcement is focused on curbing dangerous behavior and less on other traffic violations that present smaller safety issues.	
Deadline: Implement a version of "Focus on the Five" in 2020.	

Issue New Contract for Automated Enforcement Program

Lead: Police	**Support:** Procurement

Action: Issue a new contract for a vendor to provide red light and speed cameras that will increase the total amount of cameras available for automated enforcement.

Why do this: Automated enforcement has been proven to curb dangerous driving behaviors when used at appropriate locations in the County.

Deadline: Issue a new contract by fall 2020.

Officer Training for Roadway Engineering

Lead: Police	**Support:** Transportation

Action: Train police officers on roadway engineering and complete streets to help them detect issues and communicate problems to MCDOT and SHA.

Why do this: Police officers investigate collisions in the County and can help provide necessary information to roadway engineers if the officers are familiar with leading practices and language used in traffic engineering.

Deadline: Complete trainings for traffic officers by June 2020.

🖥️ EDUCATION AND TRAINING

⚕️ LEADS: Vision Zero Coordinator, Transportation, Public Information Office

📈 Key Outcome: Increased awareness of dangerous behaviors

Creating a safety culture in Montgomery County is not limited to issuing warnings and citations. The County must engage the public and County employees using a variety of outreach methods to instill safe behaviors. Tied with enforcement, Montgomery County will be a safe place to get from point A to point B.

Update Outreach and Communication Strategy	
Lead: County Executive's Office (Vision Zero Coordinator)	**Support:** Public Information, Transportation, Fire and Rescue, Planning
Action: Review and update the Vision Zero communications and outreach strategy to include more guidance for departments on Vision Zero/complete streets messaging.	
Why do this: The communications strategy completed in 2018 focused more on messaging around dangerous behaviors and needs to be expanded to help departments explain and adhere to Vision Zero concepts.	
Deadline: Finish updates to guidelines by June 2020.	

Host Bicycle Rodeos and Expand On-Bike Education	
Lead: Transportation, Public Schools	**Support:** Fire and Rescue
Action: Host at minimum five bicycle rodeos at different schools during 2020.	
Why do this: School-aged children are overrepresented in bicycle collisions. Bicycle rodeos provide a safe place for elementary and middle school students to learn safe bicycle riding skills.	
Deadline: Host at minimum five bicycle rodeos at different schools in 2020	

Safe Routes to Schools Education Program	
Lead: Transportation, Public Schools	**Support:** Police
Action: Host outreach events and campaigns that teach students safe walking, biking, and riding practices.	
Why do this: Education is a core element of Vision Zero. Adding safety education to Montgomery County Public Schools' curriculum is important to ensure our vulnerable users are given the best information and resources to be safe.	
Deadline: Hold at minimum 10 events at Montgomery County Public Schools focused on safety education.	

Launch Distracted Driving Campaign	
Lead: County Executive's Office (Vision Zero Coordinator)	**Support:** Public Information, Transportation
Action: Using materials developed in 2019, launch a countywide distracted driving campaign to raise awareness of the dangers of distracted driving.	
Why do this: Nearly half of all collisions in Montgomery County involve some form of distracted driving, with mobile phone distraction becoming increasingly prevalent.	
Deadline: Launch distracted driving campaign in April 2020.	

Cross-Departmental Outreach Events	
Lead: Vision Zero Steering Committee	**Support:** Public Information, Transportation, Police, Fire and Rescue, County Executive's Office
Action: Host two public ped/bike/traffic safety events utilizing key safety departments.	
Why do this: Using multiple departments allows for more staff and communication channels to be utilized and amplify the safety message while also building relationships across departments.	
Deadline: Complete at minimum two public ped/bike/traffic safety events in 2020.	

Engage Hard-to-Reach Communities	
Lead: County Executive's Office (Vision Zero Coordinator)	**Support:** Planning, Public Information, Transportation, Police
Action: Identify opportunities to reach and engage communities in the County's Equity Emphasis Areas and vulnerable populations, such as students, seniors, and persons with disabilities.	
Why do this: Not all neighborhoods may be aware of or how to participate in Vision Zero.	
Deadline: Identify communities for outreach and additional engagement by April 2020.	

🚑 TRAFFIC INCIDENT MANAGEMENT

✳ LEADS: Montgomery County Fire and Rescue Service, Montgomery County Police

📈 Key Outcome: Maintain response times for traffic collisions with injuries based on departments standards

Montgomery County residents have access to level 1 and level 2 trauma centers and an accredited Fire and Rescue Service that can decrease the morbidity and mortality of a collision through proper transport and care.[9] The Traffic Incident Management action area will ensure that when collisions occur in the County, prompt care will be provided.

Rapid response to car collisions is crucial, but will not come at the expense of safety for first responders. Collisions are a leading cause of fatalities for both police and fire public safety employees.[10,11] The County will ensure the protection of the public and its employees through safe responses and on-scene traffic management.

Provide Prompt Emergency Medical Service	
Lead: Fire Rescue Service	**Support:** Police
Action: Maintain time to scene and time to hospital response times that meet or exceed department standards	
Why do this: A key measure of service quality for Fire and Rescue service is a prompt response to medical emergencies	
Deadline: Ongoing	

Update Traffic Incident Management Policies	
Lead: Police, Fire Rescue Service	**Support:** County Executive's Office (Vision Zero Coordinator)
Action: Utilize framework developed during 2019 to revise and sync MCFRS and MCPD traffic incident management plans.	
Why do this: Ensure safe and collaborative response to traffic collisions. Secondary crashes are often more severe than the primary crash.	
Deadline: Finish updating traffic incident management policies by December 2020.	

⊠ LAW, POLICY, AND ADVOCACY

✳ **LEAD**: Vision Zero Steering Committee

〽 **Key Outcome:** Updates to laws and policies required to implement Vision Zero

Vision Zero is an all-hands-on-deck approach that requires the participation of all levels of government and the public to reach zero serious and fatal collisions. Actions in the Law, Policy, and Advocacy area seek to improve the way traffic safety is managed in Montgomery County by changing laws and policies that do not align with Vision Zero and advocating for the necessary tools to fully enact the Vision Zero strategy.

Hire Vision Zero Coordinator	
Lead: County Executive's Office	**Support:** N/A
Action: Hire a full-time Vision Zero Coordinator in the Office of the County Executive.	
Why do this: Vision Zero cuts across multiple departments and agencies and requires a single point of contact to ensure all projects are moving and meeting deadlines.	
Deadline: Hire and bring on-board Vision Zero Coordinator in February 2020.	

Build the 10-Year Vision Zero Strategy	
Lead: County Executive's Office (Vision Zero Coordinator)	**Support:** Transportation, Public Information, Police, Fire and Rescue
Action: Build the 10-Year Vision Zero Strategy that will guide the County towards eliminating serious and fatal injuries for our roadways by 2020.	
Why do this: A long-term vision needs to be developed to drive annual workplans that will reduce and eventually eliminate serious and fatal crashes in Montgomery County.	
Deadline: Begin outreach by April 2020 and complete strategy by December 2020.	

Systematic Roadway Safety Analysis	
Lead: Planning	**Support:** Transportation, County Executive's Office
Action: Complete a systematic review of all roadways in the county that incorporates the current built environment and crash history to determine unsafe roadways.	
Why do this: The systematic safety analysis allows Planning and Transportation to identify dangerous infrastructure and identify changes that can be made systemwide to improve safety.	
Deadline: Complete systematic safety analysis by January 2021.	

Update Subdivision Staging Policy	
Lead: Planning	**Support:** Transportation, County Executive's Office, County Council
Action: Update the Subdivision Staging Policy by November 2020.	
Why do this: The subdivision staging policy determines the essential public facilities that are necessary when development occurs and needs to align with Vision Zero principles.	
Deadline: County Council adoption of updated policy by November 2020.	

Continue Support to Municipalities	
Lead: County Executive's Office (VZ Coordinator)	**Support:** Transportation, Police
Action: Continue support to County municipalities in developing their Vision Zero Action Plans and identifying areas for safety improvements.	
Why do this: Ensure that city, county, and state are moving in the same direction for policies and practices to eliminate serious and fatal crashes from our roads.	
Deadline: Continue support to municipalities in 2020.	

New Fleet Vehicle Purchasing Policy	
Lead: County Executive's Office (VZ Coordinator)	**Support:** DGS-Fleet Management, Procurement, Police, Fire and Rescue
Action: Adopt new fleet vehicle purchasing policy to include purchase specifications for crash avoidance systems, side and under-run guards, mirrors and lighting.	
Why do this: Collision avoidance systems can lower the probability of being in a collision. For example, vehicles equipped with automatic braking reduce rear-end crashes by 40%.[12]	
Deadline: Finalize updated purchasing policy by December 2020.	

Review and Update Roadway and Sidewalk Closure Policies	
Lead: Permitting Services, Transportation	**Support:** County Executive's Office
Action: Review and modify roadway and sidewalk closure policies to ensure all roadway users are provided safe accommodations during temporary closures.	
Why do this: While sidewalk closures may be necessary for construction, there should not be a compromise in safe travel for pedestrians and cyclists during construction.	
Deadline: Finalize updated closure policies by July 2020.	

Review and Update Trash and Recycling Bin Placement Policy	
Lead: Environmental Protection	**Support:** County Executive's Office, Transportation
Action: Review and modify County code and trash collection policies to keep refuse off of sidewalks. Develop education campaign for updated policies.	
Why do this: In areas with older, narrower sidewalks, obstructions such as trash bins can create a barrier for safe passage and force people into the roadway.	
Deadline: Finalize updated bin placement policy by July 2020.	

Build Equity Considerations into Capital Improvement Project Selection
Lead: Transportation, County Executive's Office	**Support:** County Council, Planning
Action: Develop a new project recommendation process that utilizes crash, demographic, and infrastructure data as well as historical funding as detailed on page 9 of the Vision Zero Equity Task Force Framework to ensure equitable selection of Capital Improvement Projects.
Why do this: The Vision Zero Equity Task Force recommended a more data-informed approach to selecting and funding projects to ensure an equitable and transparent project selection process.
Deadline: Finalize new selection process by December 2020.

# THE CURRENT STATE OF ROADWAY SAFETY: DATA ANALYSIS

The Two-Year Action Plan set an ambitious goal of reducing serious and fatal collisions on Montgomery County roads by 35% compared to the 2012-2016 average. By overall count of serious and fatal crashes, the target of 240 crashes was missed by 25 crashes based on preliminary 2019 crash data. By roadway user, motor vehicle occupants exceeded the goal by 4 crashes, pedestrians missed the goal by 29, and bicyclists were at the target of 11. The data show a need to continue focusing on efforts to improve pedestrian safety in order to meet annual targets.

Roadway User	2019 Target	2019 Actual
Motor Vehicle Occupants	180	176
Pedestrians	49	78
Cyclists	11	11
TOTAL	**240**	**265**

Serious and Fatal Collision Trends 2012-2019

During the 2012-2019 period, serious crashes have declined every year, but fatalities have averaged around 30 per year. 2018 had a decade's low number of fatalities for motor vehicle occupants at 13 but bounced back up to 17 in 2019. Pedestrian fatalities remained in the 10-15 per year range and cyclists at 1 per year.

Serious and Fatal Collisions by Year, 2012-2019
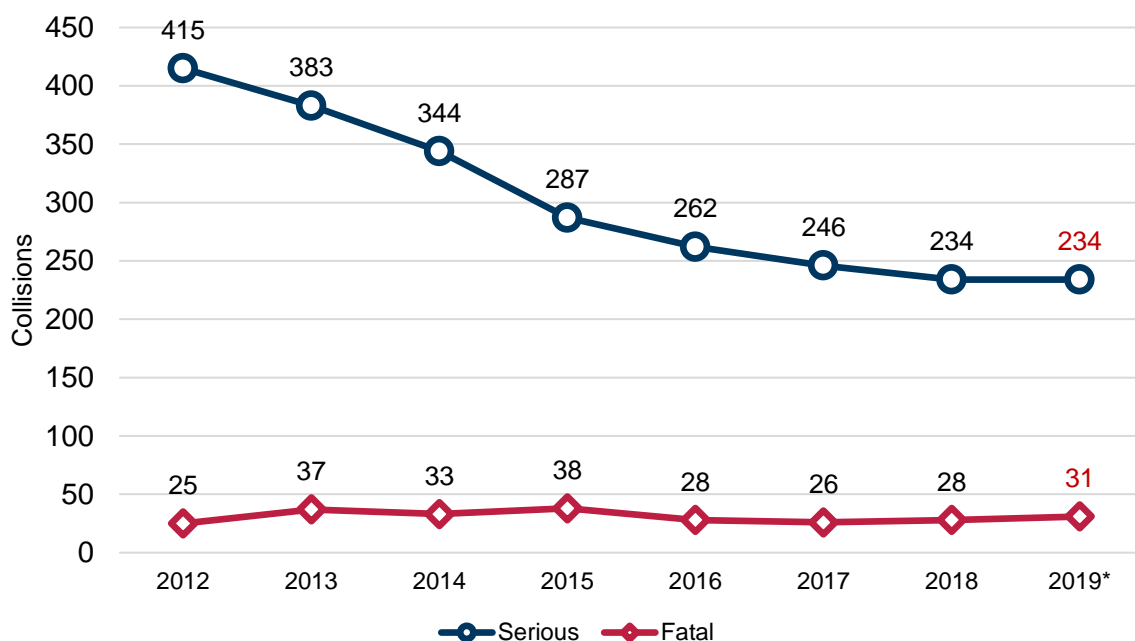
*2019 are preliminary and subject to change after audit and closeout in spring 2020.

Serious Collisions by Roadway User, 2012-2019

Serious collisions declined each year between 2012 and 2018. The rate of decline has slowed in recent years with 2018 and 2019 both having 234 serious crashes. The 65 serious pedestrian-involved crashes in 2019 were above the recent 5-year average of 58.
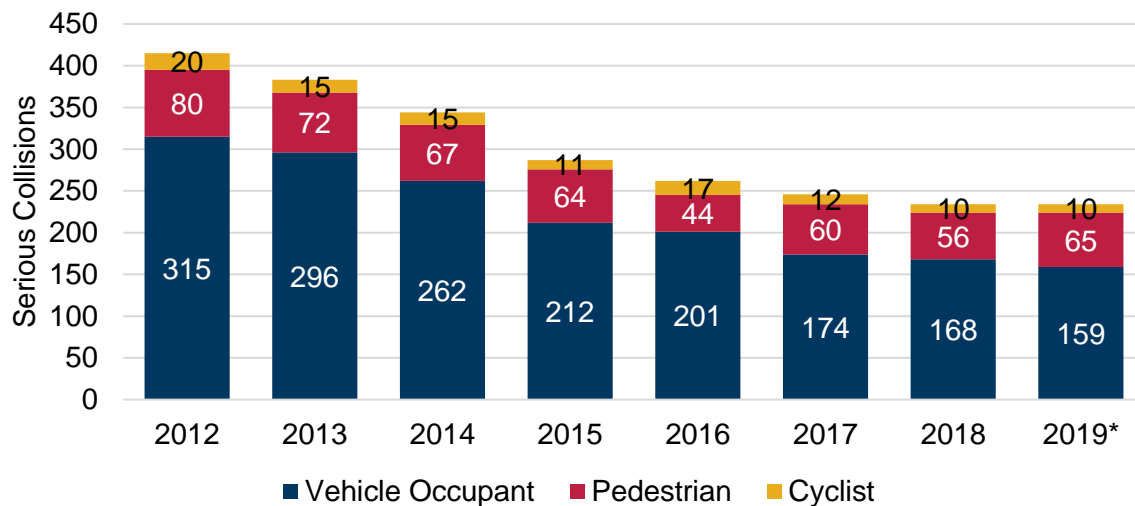
Fatal Collisions by Roadway User, 2012-2019

In 2019, Montgomery County had 31 fatal crashes with 32 fatalities. The number of fatal crashes has averaged around 30 for the past 7 years. After four consecutive years of declining fatalities for motor vehicle occupants, 2019 had four more fatalities than 2018.
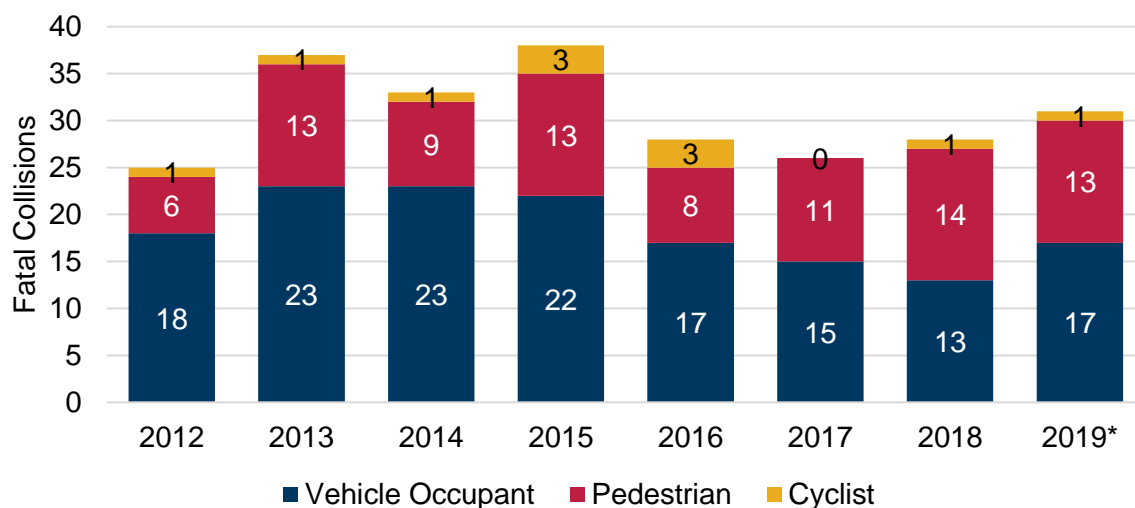
*2019 are preliminary and subject to change after audit and closeout in spring 2020.

High Injury Network

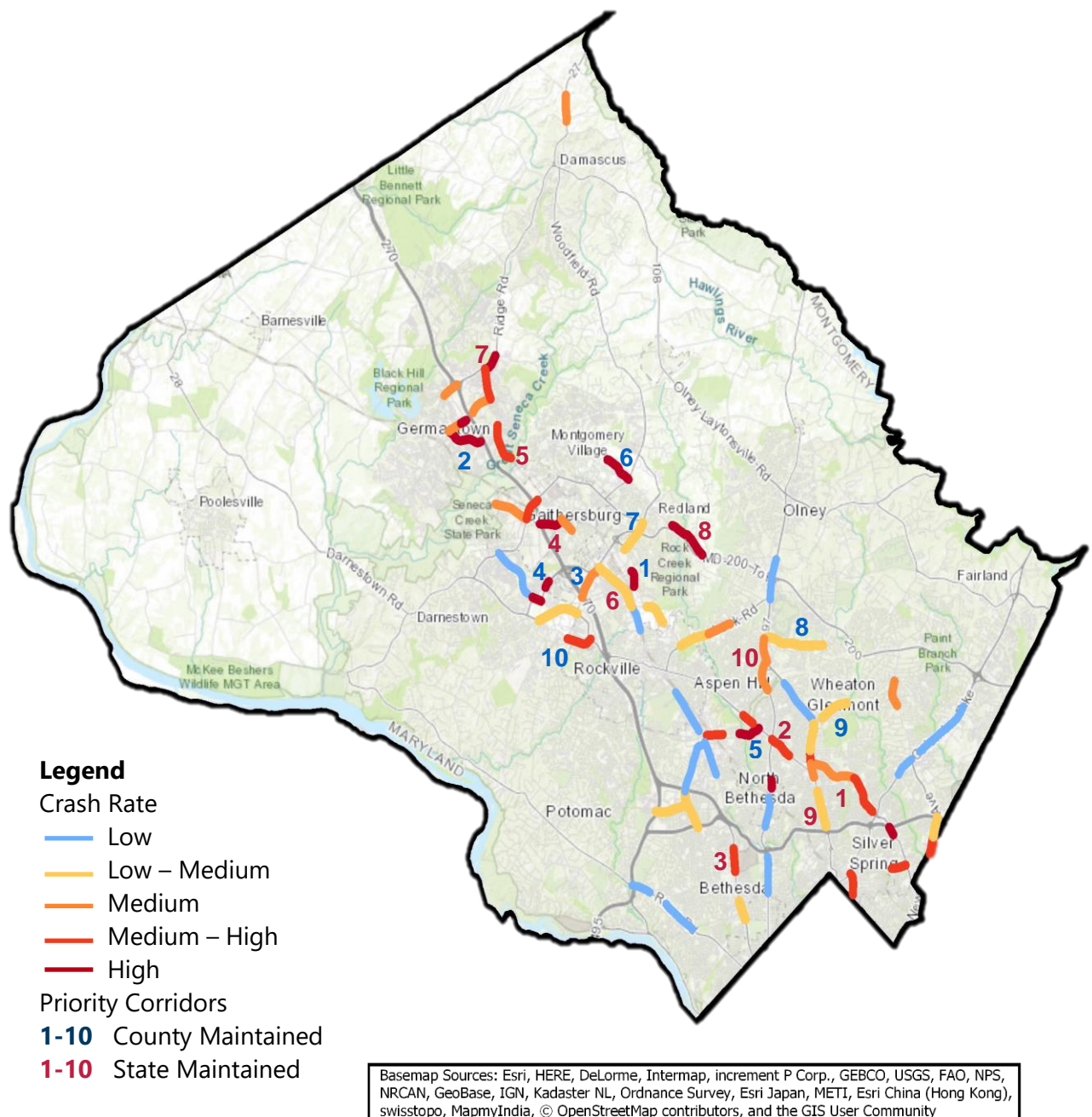The map below highlights the roadway segments with 5 or more serious or fatal collisions and one or more collisions per mile per year based on the initial 2012-2016 Vision Zero study. Numbered segments display the highest risk road segments, which collectively account for 13% of non-interstate collisions, but only 0.7% of the entire roadway network. These high-risk roadways make up the County's high injury network and will be the first areas scrutinized for potential engineering improvements. High injury network roadways were concentrated in Mid-County (Wheaton, Glenmont, Aspen Hill) and UpCounty (Germantown and Gaithersburg) regions.

Legend

Crash Rate
- —— Low
- —— Low – Medium
- —— Medium
- —— Medium – High
- —— High

Priority Corridors
- **1-10** County Maintained
- **1-10** State Maintained

Basemap Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

PRIORITY CORRIDORS FOR COUNTY MAINTAINED ROADS

	Roadway	Total Collisions	Collisions per Mile per Year	Collisions per 100M VMT**
1	**Crabbs Branch Way** From Reland Rd to Indianola Dr	9	3.8	51.9
2	**Middlebrook Rd*** From Germantown Rd to I-270	15	2.6	33.1
3	**Shady Grove Rd** From Frederick Rd to I-270	14	2.7	18.3
4	**Sam Eig Hwy** From Fields Rd to Diamondback Dr	5	4.9	42.8
5	**Randolph Rd*** From Veirs Mill Rd to Rock Creek Park	9	2.6	30.7
6	**Snouffer School Rd** From Woodfield Rd to Flower Hill Way	9	2.0	25.4
7	**Shady Grove Rd** From Metro Access Rd to Midcounty Hwy	11	2.3	12.9
8	**Bel Pre Rd*** From Layhill Rd to Georgia Ave	10	1.0	12.5
9	**Randolph Rd** From Kemp Mill Rd to Gllenallan Ave	9	2.0	13.6
10	**Darnestown Rd** From W Montgomery Ave to Shady Grove Rd	6	1.5	20.4

*Roadway overlaps with High Incidence Area for Pedestrian Safety Initiative

**VMT = Vehicle Miles Traveled

PRIORITY CORRIDORS FOR STATE MAINTAINED ROADS

	Roadway	Total Collisions	Collisions per Mile per Year	Collisions per 100M VMT**
1	**University Blvd W*** From Georgia Ave to Colesville Rd	30	2.2	18.5
2	**Veirs Mill Rd** From Connecticut Ave to Newport Mill Rd	12	3.3	24.5
3	**Rockville Pike** From Jones Bridge Rd to Cedar Ln	12	3.6	22.1
4	**W Diamond Ave** From I-270 to Water St	5	1.6	44.4
5	**Frederick Rd** From Middlebrook Rd to Wheatfield Dr	13	2.3	18.8
6	**Frederick Rd** From Gude Dr to Shady Grove Rd	15	1.9	11.9
7	**Ridge Rd** From Frederick Rd to Brink Rd	9	3.3	28.6
8	**Muncaster Mill Rd** From ICC (MD-200) to Olde Mill Run	10	1.5	24.7
9	**Georgia Ave** From Forest Glen Rd to Plyers Mill Rd	14	2.7	12.5
10	**Connecticut Ave*** From Matthew Henson Trail to Georgia Ave	11	2.4	18.0

*Roadway overlaps with High Incidence Area for Pedestrian Safety Initiative

**VMT = Vehicle Miles Traveled

SHARED MISSION, SHARED ACCOUNTABILITY

Continuous Collaboration

The final piece of the puzzle is to ensure accountability for this Action Plan in an open, constructive, and continuous process. The County Executive's Vision Zero Steering Committee will continue to regularly update our collective progress in a manner that allows anyone to access this vital information and provide input.
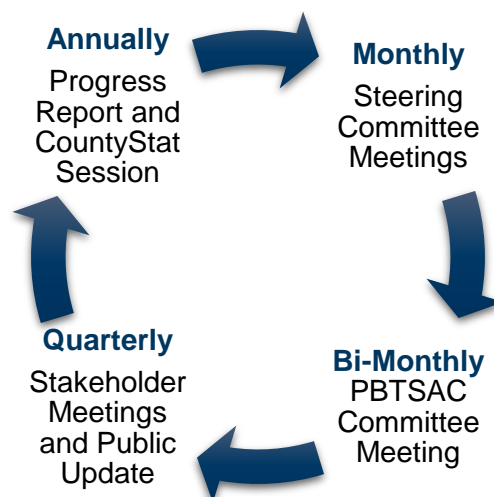
The Steering Committee, which includes representatives of MCDOT, MCPD, PIO, MCFRS, and PBTSAC, will meet monthly to oversee progress of the 2020 Action Plan. Public agencies and community stakeholders, many of whom are responsible for elements of the Action Plan, will meet quarterly to review progress and discuss issues regarding implementation.

Accountability

The Steering Committee, with the help of the stakeholders, will produce an annual progress report, participate in a yearly CountyStat accountability session, and oversee development of the Ten-Year Strategy. The Steering Committee will coordinate a review of ongoing plans and policy development in the County to ensure concurrency with Vision Zero goals and objectives. The annual CountyStat session will track how well the County's efforts are affecting roadway safety by analyzing the relevant data, track the status of all action items, and assign corrective follow-up items as needed.

By tracking progress and determining what works, the County will build a strong base for developing a long-term Ten-Year Strategy to eliminating severe and fatal collisions in Montgomery County by 2030

Annual Update Cycle

Annually
Progress Report and CountyStat Session

Monthly
Steering Committee Meetings

Bi-Monthly
PBTSAC Committee Meeting

Quarterly
Stakeholder Meetings and Public Update

APPENDIX A – CRASH DATA SOURCES

The data presented in this plan does not include every serious and fatal collision that occurred in the County during the analysis period. The main areas excluded are the interstates, I-495 and I-270, and the City of Takoma Park. These areas were omitted for two reasons. First, MCPD's records did not include reports from the departments listed in the right column in the table below going back to 2012. Second, this action plan is designed to focus on areas where the County Government can best use its resources on roadways it maintains and can perform enforcement.

During 2018 and 2019, Montgomery County Government started a data sharing agreement with M-NCPPC Park Police and Takoma Park Police to store their data on Montgomery County Police's servers and publish their crash reports on dataMontgomery. For the 10-Year Vision Zero Strategy, all available departments will be included for analysis and setting interim targets.

Reports Included	Reports Not Included
Montgomery County PD	MD State Police
Rockville PD	MD Transit Authority
Gaithersburg PD	Takoma Park
	M-NCPPC Park Police
	Chevy Chase Police

APPENDIX B –TWO-YEAR PLAN ACTION ITEMS STATUS AS OF 12/2019

Action Item	Due Date	Status	Notes
ENG-1 **Identify HINs for Modification**	Identify priority HIN projects by **1/31/2018**	Complete	Identified High Injury Network. Identified initial list of potential engineering options. Met with SHA to review SHA HIN projects along Georgia Ave and Veirs Mill Rd, among others. Some SHA HINs have already received updates, others are in design.
ENG-2 **Road Design Standards**	Publish revised road designs by **11/1/2019**	Behind Schedule, In Progress	MCDOT and M-NCPPC are advancing on this action item together under joint funding. MCDOT is also updating its existing lighting, signing, marking, and signals standards. The next public feedback session will be announced in spring 2020 and substantial completion in spring 2020 and Council approval by summer 2020.
ENG-3 **Road Safety Audits**	Implement new process by **11/1/2018**	Complete	MCDOT added a preconstruction RSA activity to its design process.
ENG-4 **Review Transit Stops**	Develop program review requirements by **5/1/2018**	Complete	MCDOT identified 265 bus stops to be reviewed and potentially modified. MCDOT completed Middlebrook & MD 355 bus stop audits. MCDOT performed two additional bus stop audits in November 2018 for Wheaton CBD and Randolph Road.
ENG-5 **Trail Crossings**	Develop list of priority trail crossings and intersections for modification by **11/1/2018**	Complete	Parks improved 18 mid-block crossings. MCDOT continues to coordinate with M-NCPPC on crossings for Rock Creek Trail, Diabase Trail, Hoyles Mill Trail, Muddy Branch Greenway Trail, Northwest Branch Trail, Upper Rock Creek Trail, Cabin John Trail, and more. MCDOT has conducted and reviewed speed studies and crossing plans. For 2020, Parks is assessing another 15 hard and natural surface trail crossings, including along Ten Mile Creek Trail, Black Hills Trail, and others.

Action Item	Due Date	Status	Notes
ENG-6 **Collaboration w State**	Identify potential project areas by **1/1/18**	Complete	SHA and MCDOT are prioritizing work on MD-97 (Georgia Ave) and MD-586 (Veirs Mill Rd) to develop short- and long-term solutions for pedestrian safety. SHA and MCDOT are jointly investigating and implementing safety improvements along MD 97 including curb markings, sidewalk stamps, speed limit reduction, non-traversable median, lighting improvements, signal installations, HAWK signal, RRFB signal, and lane narrowing. SHA Administrator Greg Slater has promised increased focus on pedestrian safety by his agency to include lowering speed limits to 30 MPH or lower in all central business districts and improving pedestrian crossings. Changes by SHA to MD-97 detailed at https://www.roads.maryland.gov/pages/release.aspx?newsId=3350
ENG-7 **Ped Signals**	All pedestrian signals retimed to 3.5 feet/second by **November 2019**	Complete	MCDOT reset the crossing time at each of the County's pedestrian signals to a 3.5 ft/sec standard. MCDOT installed 3 HAWK beacons at Muddy Branch Rd & Harmony Hall Rd and Aspen Hill Rd & Northgate Shopping Center, and Tuckerman Ln & Bethesda Trolley Trail. Installation has been approved for 4 in 2020 (Democracy Blvd & Walter Johnson HS, Willard Ave & The Hills Plaza, Summit Ave and Brookfield Dr, and upgrade the RRFBs on Bel Pre Rd). An additional pedestrian signal at Randolph Road and Livingston Street was turned into a full signal. MCDOT has also installed rectangular rapid flashing beacons and standard flashing beacons at trail crossings and low traffic volume roads.

Action Item	Due Date	Status	Notes
ENG-8 **Accelerate Sidewalk Building**	Publish list of high priority areas lacking sidewalks by **4/1/18**	Complete	In addition to the gap analysis required in the Two-Year Plan, MCDOT gathered data to evaluate ADA ramp provision and other impediments to sidewalk travel.
ENG-9 **Bicycle Network**	On-going effort	On-going	Construction of Second/Wayne Ave Cycletrack in Silver Spring was completed in early Oct 2019. Design and public outreach for remaining Silver Spring loop cycletracks and protected parking facilities occurred throughout 2019. Construction of the Executive Blvd cycletrack in White Flint was completed in December 2019. Design for the Bethesda loop was completed with multiple facilities with notice to proceed anticipated for spring 2020. Design on the Aspen Hill Neighborhood Greenway and the Amherst Ave protected bike project began in 2019. County Council approved the updated Bicycle Master Plan on 11/27/18. MCDOT has developed a website, video, and brochure about how to use these new facilities at montgomerycountymd.gov/lookout
ENF-1 **Fatal Crash Review Team**	Establish team and hold first meeting by **12/15/17**	Behind Schedule, In Progress	County staff participated in the Maryland Highway Safety Office's (MHSO) pedestrian fatal crash review team with the Montgomery County meetings on March 28 and May 31, 2019. The MHSO reviewed all fatal pedestrian crashes during 2016. For the County team, MCPD and CountyStat have developed meeting framework,

Action Item	Due Date	Status	Notes
			team roster, and team goals. Once non-disclosure agreement is finalized by the County Attorney's Office, first session can be held.
ENF-2 **Enforcement Activity**	On-going effort	On-going	MCPD conducted high visibility enforcements year-round for curbing dangerous behaviors such as violating pedestrian right-of-way, speeding, distracted driving, aggressive and impaired driving. From FY18 to FY19, MCPD increased pedestrian safety enforcement details from 294 to 401.
ENF-3 **Automated Enforcement**	On-going effort	On-going	Request for Proposals have been sent out for new automated (red-light and speed) enforcement contract. The RFP sets up for the expansion of the program. RFP available at https://www.montgomerycountymd.gov/PRO/Resources/Files/Solicitations/1081683.pdf
ENF-4 **Unmarked Cars**	Purchase and use more unmarked cars by **12/1/18**	Behind Schedule, Not Started	Issuance of unmarked vehicles is a subject of bargaining and must be negotiated with Union prior to implementation. This action item will be reconsidered during the 10-year strategy.
ENF-5 **Collaboration w/ Courts**	Complete initial outreach by **5/1/18**	Complete	A public-private education campaign called "Noah on Patrol" was released on May 23, 2018. As part of "Noah on Patrol," a court watch program will monitor impaired driving cases in the county. The State's Attorney Office pushes for ignition interlocks in impairment cases.
EDU-1 **Comprehensive Strategy**	Publish Strategy by **5/1/18**	Complete	The Public Information Office completed the 2019 strategy and the Steering Committee has committed resources to the plan. The plan was finalized on October 24, 2018.
EDU-2 **Expand SRTS**	Expand SRTS by start of **2019-2020 school year**	On Schedule	Walk to School Day events were held on Wednesday, Oct 2. http://www.walkbiketoschool.org/ The Safe Routes to School coordinator position was filled in early Sept 2019.

Action Item	Due Date	Status	Notes
			The Vision Zero Youth Ambassador Summit was October 21 at Glenmont Local Park.
			MCDOT tasked two different consultants with additional Safe Routes to School Walk Audits in fall 2018. MCDOT and MCPS are coordinating together on Safe Routes to School programs.
EDU-3 **On-bike Education**	Agreement with MCPS by **19-20 school year**	Behind Schedule, In Progress	MCPS, MC Rec Dept, and MCDOT are coordinating together on this action item. A pilot program kicked off in April 2019 at Oak View ES in Silver Spring and continues to sponsor bicycle rodeos in schools, but no agreement has been reached for Countywide education in the schools. MCDOT has continued to host bike rodeos to teach safe biking practices to kids at different schools throughout the County. MCDOT did not win grant funding for a permanent Safety Garden to be installed in the County, but is researching other funding options.
EDU-4 **Grant Program**	Solicit proposals by 6/1/2018	No Resources	Due to budget constraints, the FY20 approved budget does not fund this item.
EDU-5 **County Employee Safety Campaigns**	Complete first round of awareness trainings by **11/1/2018**	Complete	Developed targeted material for key departments and divisions as well as industry safety information. Held a focus group of County employees from 9 different departments to assess new distracted driving campaign on 4/24 and pop-up events in Wheaton on 5/4 and 7/27 in Rockville. MCDOT held refresher training for pedestrian safety for all Ride On bus operators.
EDU-6 **Team Building**	Hold at least two collaboration events by **11/1/2018**	Complete	MCDOT, MCFRS, MCPD, MCPS, PIO, and CEX staff have partnered in the fall "Be Safe, Be Seen" pedestrian safety outreach campaign.

Action Item	Due Date	Status	Notes
		　	Scheduled a job shadowing opportunity for police and DOT employees occurring over winter 2019-2020. MCPD will also have officers trained on roadway engineering practices from UMD.
EDU-7 **Sleep & Safety**	Complete first round of awareness trainings by **11/1/2018**	Complete	Drowsy driving messages have been sent to shift work employees as part of their safety meetings.
EDU-8 **Future Tech**	1st Report by **12/31/2018**	Behind Schedule, Not Started	This item will be reevaluated during the creation of the 10-year Vision Zero strategy. MCDOT and other experts presented to the County Council on September 26, 2017 about the future of autonomous vehicles in Montgomery County. Video of session is at: http://montgomerycountymd.granicus.com/MediaPlayer.php?view_id=169&clip_id=13823&meta_id=143448 The County has also granted permission for an autonomous shuttle to operate on a County road.
EDU-9 **Community Partners**	**12/1/2018**	Complete	Developed targeted distracted driving safety material for using with County employees and the public. Held a focus group of County employees from 9 different departments to assess new distracted driving campaign on 4/24 and pop-up events in Wheaton on 5/4 and 7/27 in Rockville. Currently using materials developed by Public Information Office, MHSO, Council of Governments and NHTSA on buses and social media. Throughout the Vision Zero Two-Year Action Plan, MCDOT, MCPD, MCFRS, and County Executive staff presented about Vision Zero throughout the County to community groups, parent teacher associations, transportation management district advisory committees, etc. and utilized on-street campaigns to reach more County residents.

Action Item	Due Date	Status	Notes
TIM-1 **Emergency Services**	On-going effort	Complete	FRS and CountyStat monitor response times for emergency medical service calls.
TIM-2 **TIM Plan**	Create plan by **11/1/2018**	Complete	Framework finalized for a joint MCFRS and MCPD traffic incident management plan. During 2020, the departments will use the framework to update and sync standards.
TIM-3 **Police Driver Training**	Improve driver training by **11/1/2019**	Complete	Improving driver training is a strategy for MCPD's Turn the Curve Plan for reducing the number of at-fault vehicle crashes.
TIM-4 **Temporary Traffic Control Devices**	Procure traffic control devices for a pilot program by **11/1/2018**	No Resources	Due to budget constraints, the FY20 approved budget did not fund this item.
LPA-1 **Law & Policy Change**	Identify changes needed by 12/1/2017	Complete	County elected officials, MCDOT, and MCPD have testified in Annapolis to support bills enhancing pedestrian safety, reducing impaired driving, and bringing Vision Zero to the State. Full list of accomplishments available at https://www.montgomerycountymd.gov/OIR/Resources/Files/2019/Accomplishments_2019.pdf
LPA-2 **Equity Task Force**	Establish task force by **12/31/17**	Complete	Five meetings were held where the task force reviewed the County's engineering, education, and enforcement efforts. Final comments from the task force on the report have been processed with a final version released in December. All meeting materials and final report can be found at https://www.montgomerycountymd.gov/visionzero/equity.html

Action Item	Due Date	Status	Notes
LPA-3 **VZ Manager**	Appoint interim manager 11/17 with full-time coordinator by **1/31/18**	Behind Schedule, In Progress	CountyStat provided interim support for Vision Zero coordination in 2018 and 2019. The Request for Proposal (RFP) for a Vision Zero coordinator was released by Procurement on May 16, 2019 with a deadline for responses of June 14. Bids received did not score high enough to move forward with a contract. County Executive then approved moving forward with a full-time, merit position for the coordinator. The job advertisement was released November 14, 2019 with a target of having the position filled in February 2020.
LPA-4 **VZ Website**	Have full page build-out by **11/30/17**	Complete	PIO led a revamp of the Vision Zero homepage to provide links to events and partner websites. New homepage was launched on 6/30.
LPA-5 **VZ Feedback Map**	Publish map by **11/30/17**	Complete	App was launched with redesigned website in late September 2018 on the Vision Zero website.
LPA-6 **Ped Master Plan**	Complete master plan by **11/1/2019**	Behind Schedule, In Progress	The scope of work for the Pedestrian Master Plan was approved by the Planning Board in September 2019 with the plan due to be completed and approved in summer 2021. Public meetings sponsored by the Planning Department to kick-off the plan will be held in September and October. More at https://montgomeryplanning.org/planning/transportation/pedestrian-planning/pedestrian-master-plan/
LPA-7 **Public Crash Data**	Publish by **11/1/17**	Complete	All 3 tables are published and updating weekly. MCPD added new fields to existing tables in May 2019 to provide more location data.
LPA-8	Start outreach by **11/30/17**	Complete	MCPD implemented training to address proper report writing within the academy classes as well as to audit reports for data entry

Action Item	Due Date	Status	Notes
Improve Crash Data Collection			errors. Maryland State Police made some fields within the ACRS reports mandatory and some fields mandatory on dependencies to help in capturing all the relevant data per event.
LPA-9 **Peer Collaboration**	Start outreach by **12/1/17**	Complete	Montgomery County is a member of the Road to Zero coalition, works with the State as participants in Zero Deaths MD workgroups, and working with regional vision zero cohort.
LPA-10 **Review Safety Programs**	Release results by **11/1/2018**	Complete	Reviewed safety programs in conjunction with Equity Task Force work. Task force recommended changes in practice and project prioritization that could lead to better resource allocation.
LPA-11 **Municipalities**	Complete initial outreach by **1/1/18**	Complete	The County is working with Rockville and Takoma Park to discuss how the County can help build their Vision Zero plans. Continued outreach efforts will be conducted by the Vision Zero Coordinator.
LPA-12 **Research Partners**	Reach out to potential research partners by **1/1/18**	Complete	The County does not have funds to pay for research, but is open to participating or being a living laboratory for researchers. The County will reach out to local partners to gauge interest.
LPA-13 **Vehicle Procurement**	Finalize policy by **11/1/2018**	Behind Schedule, Not Started	This action item has been moved to 2020. Discussions with PRO and DGS-Fleet Management will start once the Vision Zero Coordinator position is filled.
LPA-14 **10-Year Plan**	Start feedback sessions in **January 2019**, complete by **November 2019**	Behind Schedule, Not Started	The one-year 2020 Action Plan was released in January 2020 to bridge activities between the2018-2019 Two-Year Plan and the Ten-Year Plan. Public outreach for building the long-term plan will start in spring 2020.

ENDNOTES

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