

VISION ZERO FY2023 ANNUAL REPORT

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Montgomery County, Maryland
montgomerycountymd.gov/visionzero



Purpose of this Document

Under the [Vision Zero 2030 Action Plan and FY22-23 Work Plan](#), the County Government committed to publicly sharing its implementation progress each fiscal year. The fiscal year (FY) 2023 annual report provides highlights from the fiscal year and details work completed under all 45 action items in the plan between July 1, 2022, and June 30, 2023. This report closes out the two-year FY22-23 Work Plan. The latest two-year work plan covering July 1, 2023 to June 30, 2025, is available on the [Vision Zero website](#).

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Executive Summary

Fiscal year (FY) 2023, running from July 1, 2022 to June 30, 2023, was the second year under the County's [Vision Zero 2030 Action Plan](#). During the year, over 20 local and state agencies advanced 115 projects across the plan's 45 action items. Overall, 86% of all planned work was completed in the fiscal year. Factors affecting implementation included staff and budget limitations, increased costs for materials and contracted services, and expanded scopes of work that pushed completion beyond FY23. Work not completed during FY23 will be addressed in FY24.

In 2022, serious and fatal crashes decreased 13% compared to the 2015-2019 annual average. Notably, on high injury network (HIN) corridors where safety projects, outreach, and law enforcement were prioritized, there was a significant 28% reduction compared to a 1% decrease on non-HIN roadways. The ongoing focus of the County and State remains on the HIN to further drive down serious and fatal injuries.

Eleven high injury network projects were underway by municipal, county, and state governments. The City of Rockville implemented a road diet and protected bike lanes along N Washington St. The County Government advanced projects across the county with short term projects completed on Lost Knife Road in Gaithersburg and Randolph Road west of Connecticut Avenue. The State completed a road diet with bike lanes along Old

Georgetown Road to plug into the County's new roadway network in North Bethesda.

Over three dozen sidewalk and bikeway projects were advanced by the County in FY23. MCDOT exceeded its sidewalk target with 7 miles installed. MCDOT had 8 bikeways under construction in FY23 with 23 in development.

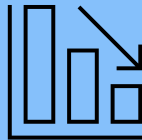
The County and State continue to advance transit and safety projects in tandem. The County is advancing 3 pedestrian and bicycle safety projects at future Purple Line stations in the east county. Viers Mill Road bicycle and pedestrian projects along the future bus rapid transit line entered the final design phase. For existing transit, MCDOT completed 54 bus stop safety and accessibility improvements.

Along with projects, the County continues building a culture of safety through events, outreach, and focused law enforcement activation. Over 75,000 residents took part in safety feedback meetings, meeting with County staff at 248 local events, or participating in bike and pedestrian safety trainings. Montgomery County Police issued over 250,000 speeding violations through automated and officer initiated enforcement.

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

FY23 Work Plan Highlights

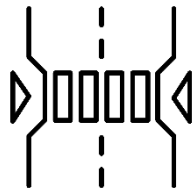
Pages 4 and 5 highlight work completed by 20 municipal, county, and state departments and agencies across 115 work items underway in FY23.



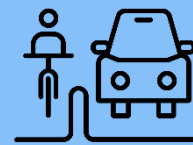
13% decrease in serious and fatal crashes¹



75,000+ resident engagements across 248 events



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



31 bikeway projects underway, 8 under construction



7 pedestrian hybrid beacons and traffic signals installed.
54 since Vision Zero began.



7 miles of new sidewalk installed

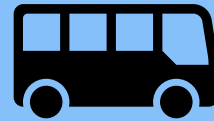
¹ compared to 2015-2019 5-year annual average

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

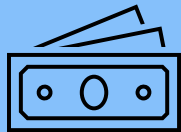


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250,000+ speeding violations issued by MCPD officers and automated enforcement



54 bus stops upgraded for improved accessibility



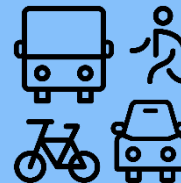
\$7.5 million in federal grant funding secured from Safe Streets and Roads for All



11 spot improvements completed for Safe Routes to School



38 Vision Zero Youth Ambassador Graduates



7 sidewalk and bikeway projects advancing along Purple Line and future Bus Rapid Transit

³ [“Police Car” by Pham Duy Phuong Hung from Noun Project.](#) Used under Creative Commons.

Complete Streets Highlights

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

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

Complete Streets at a Glance



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



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



31 bikeway projects underway with 8 under construction.



7 miles of new sidewalk installed.



10 walkability audits completed and 11 spot improvements made for Safe Routes to School.

⁴ Definition of a complete street from the [County’s Complete Streets Design Guide](#).

Complete Streets Implementation Measures

Serious and Fatal Crashes

The decrease in serious and fatal crashes was more pronounced on high injury network (HIN) corridors than on roadways outside the HIN. Compared to the 2015-2019 annual average, serious and fatal crashes on County HIN corridors declined by 28%, State HIN corridors by 28%, while non-HIN corridors experienced a mere 1% reduction. Consequently, HIN corridors accounted for a smaller percentage of all serious and fatal crashes compared to the pre-COVID period.

The concentration of serious and fatal crashes in equity emphasis areas (EEAs) was unchanged. 37% of serious and fatal crashes were in an EEA for 2015-2019 and 38% for 2020-2022.

Crash Measures by Calendar Year	2015	2016	2017	2018	2019	2020	2021	2022
Serious and fatal crashes on the high injury network	124	109	104	102	101	47	74	77
Percentage of serious and fatal crashes on the high injury network	42%	40%	40%	42%	40%	24%	33%	33%
Serious and fatal crashes in Equity Emphasis Areas⁵	105	102	107	109	101	68	96	94
Percentage of serious and fatal crashes in equity emphasis areas	33%	35%	39%	41%	37%	34%	40%	38%

Change in Serious and Fatal Crashes on High Injury Network

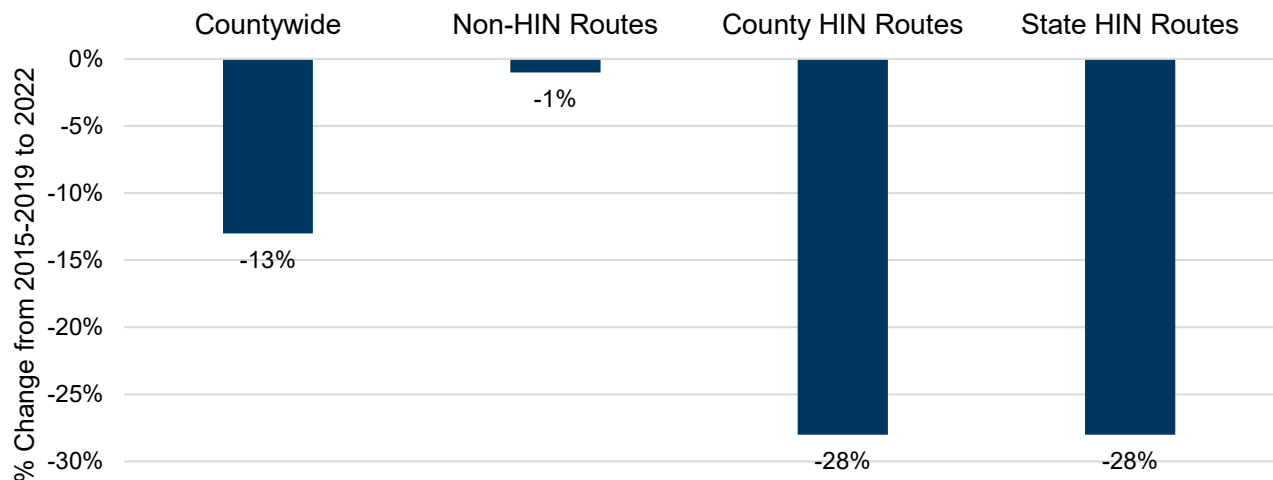


Figure 1 - Chart showing change in serious and fatal crashes in 2022 compared to the 2015-2019 annual average.

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

Sidewalk and Bikeway Project Implementation

With increased funding for sidewalk projects, particularly new funding for sidewalks near schools, the Montgomery County Department of Transportation has exceeded its implementation target of 25,000 linear feet the past two fiscal years. Separated bike lane installation remained between 1 and 2 miles in recent years. See action items S-7 and S-13 for recently completed and on-going bikeway and sidewalk projects.

Project Measures by Fiscal Year	FY17	FY18	FY19	FY20	FY21	FY22	FY23
Linear feet of sidewalk built	24,000	27,000	29,000	32,000	25,000	30,000	37,000
Miles of separated bicycle facilities built⁶				1.3	2.5	2.0	1.0

Pedestrian Comfort and Bicycle Travel Stress

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

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

Safe Speeds and Protected Crossings

The following measures related to the Complete Streets Design Guide were under development at the end of FY23. Interim roadway classifications will be confirmed with the update to the Master Plan of Highways and Transitways set to begin in FY24.

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

⁶ Excludes separated bicycle facilities built through private sector and conventional bike lane projects.

⁷ Includes projects under construction as of December 2022.

Multimodal Future Highlights

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

See [page 40](#) for updates on all 13 Multimodal Future action items.

Multimodal Future at a Glance



50% of construction completed on Purple Line and future Capital Crescent Trail



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



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



54 bus stops with accessibility improvements

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

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

Multimodal Future Implementation Measures

Travel Modes

With COVID-19 related shutdowns in 2020 and early 2021, vehicle miles traveled (VMT) dropped 17% between 2019 and 2020. Between 2020 and 2022, VMT increased 10%, but still below the pre-COVID levels due to the large increase in remote work. Remote work accounted for 37% of work “commutes” in 2021 with declines across all other travel modes. Driving alone dropped the most between 2019 and 2021 (-17%) followed by public transportation (-10%).

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

Way to Work	2019	2021	Change
Drive Alone	64.7%	47.5%	-17.2%
Carpooled	9.8%	6.8%	-3.0%
Public transportation (excluding taxicab)	14.5%	4.6%	-9.9%
Walked	2.4%	1.6%	-0.8%
Bicycle	0.5%	0.2%	-0.3%
Taxicab, motorcycle, or other means	1.5%	2.3%	+0.8%
Worked from home	6.7%	37.1%	+30.4%

Crossing to Bus Stops

For Montgomery County Ride On, there were 1,882 bus stops on a multilane roadway with 966 (51%) located within 350 feet of a signalized or all-way stop crossing.

For Metrobus, there were 888 bus stops on a multilane roadway with 525 (59%) within 350 feet of a signalized or all-way stop crossing.

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

Culture of Safety Highlights

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

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

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

See [page 48](#) for updates on all 12 Culture of Safety action items.

Culture of Safety at a Glance



75,000+ resident engagements across 248 events



38 Vision Zero Youth Ambassador Program Graduates



21 youth bike rodeos hosted for safe biking skills



250,000+ speeding violations issued by MCPD officers and automated enforcement



Launched new anti-impaired driving strategic plan

Culture of Safety Implementation Measures

Community Ratings for Ease of Travel

In odd numbered years, the CountyStat Office conducts a [comprehensive community survey](#) to assess satisfaction levels and priorities of Montgomery County residents. The survey delves into residents' experiences with various modes of transportation, including car travel, biking, walking, and public transportation. Overall satisfaction has shown improvement across all modes of travel from 2017 to 2021, with the most significant increase observed in car travel, rising by 15 percentage points. This uptick in satisfaction with car travel may be attributed to the surge in telework, resulting in reduced congestion in 2021 compared to 2017. Satisfaction levels remained steady for walking and public transportation between 2019 and 2021. Biking was the sole mode of transportation where the majority of residents rated their experience as less than good.

Rated excellent or good at ease of travel by...	2017	2019	2021
Car	47%	48%	62%
Bike	40%	43%	47%
Walking	53%	58%	60%
Public Transportation	45%	51%	51%

Community Protective Measures and Behavior

After declining seatbelt use between 2015 and 2019, seatbelt use rebounded to 96% of Montgomery County drivers in 2022. However, there is still a need to focus on occupant protection with those remaining 4% not wearing a seatbelt accounting for half (11/22) motor vehicle occupant fatalities in 2022.

Of the “big 5” behaviors leading to serious and fatal crashes, 3 out of 5 are relatively steady compared to all crashes with 2 (distraction and failure to obey traffic control) increasing over the past seven years.

	2015	2016	2017	2018	2019	2020	2021	2022
Percentage of drivers in Montgomery County wearing seatbelt	96%	93%	95%	93%	91%	95%	95%	96%
Percentage of crashes with speeding	9%	8%	8%	8%	10%	9%	8%	8%
Percentage of crashes with impairment	7%	7%	8%	7%	6%	8%	8%	7%
Percentage of crashes with distraction	50%	52%	53%	53%	56%	56%	55%	55%

	2015	2016	2017	2018	2019	2020	2021	2022
Percentage of crashes with lack of seatbelt or car seat	4%	4%	4%	4%	4%	4%	4%	4%
Percentage of crashes with driver failing to obey stop sign, traffic signal, or other traffic control	21%	22%	22%	24%	26%	27%	27%	27%

Montgomery County Government as a Safety First Employer

From FY19 to FY23, property damage claims for County Government vehicles decreased 33%. The Department of Transportation was a key contributor to this positive trend, reporting a 71% reduction and its Division of Transit Services having a 77% decrease. Additionally, the Police Department experienced a 7% decline in claims, further contributing to the overall improvement in vehicle safety and crash reduction across county departments.

	FY19	FY20	FY21	FY22	FY23
Collisions involving County-owned vehicles¹⁰	949	891	684	746	639

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

Post-Crash Care and Response

Going forward, the Vision Zero Action Plan will replace the current Fire/Rescue crash response time metric with a more patient-centric measure. Response times will still be documented through [CountyStat](#), showing an average of approximately 9 to 10 minutes from the 9-1-1 call to on-scene arrival. Car crashes with injuries have similar response times as the overall department. Since 2019, the Fire/Rescue Service has been actively monitoring the direct transportation of patients with traumatic injuries to trauma centers. Notably, every year since the start of tracking has seen a 100% success rate in ensuring that all patients with traumatic injuries are appropriately transported to a trauma center.

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

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

State of Roadway Safety

Crashes by Year

There were 246 serious and fatal crashes in 2022 along non-interstate roadways in Montgomery County, a 13% decrease from the 2015 to 2019 average. Compared to 2021, there were 3 fewer serious crashes and 7 more fatal crashes.

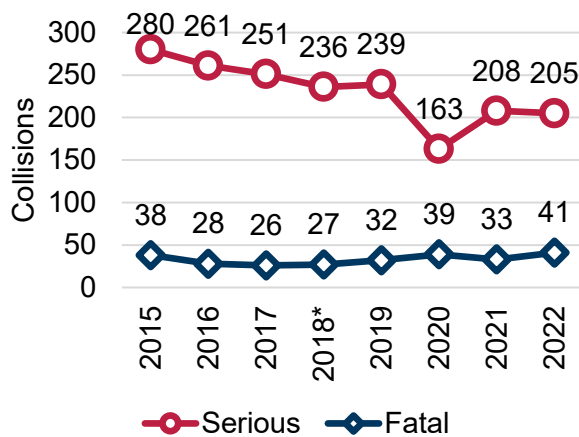


Figure 2 - Serious and fatal collisions by year
*2018 shows one less fatality than listed in the 2030 Plan as it was closed as a homicide.

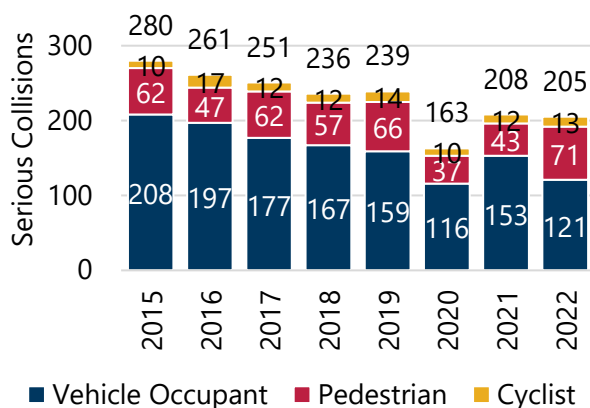


Figure 3 - Serious collisions by year and roadway user.

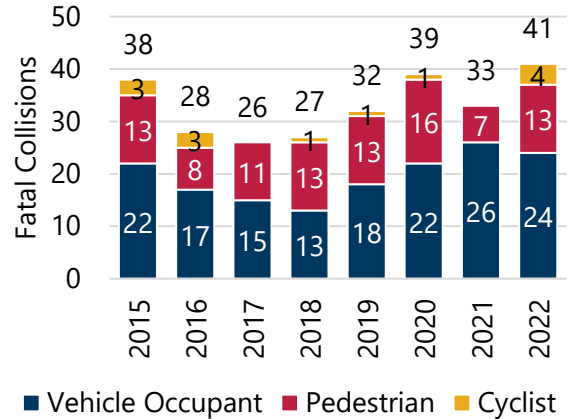


Figure 4 - Fatal collisions by year and roadway user

87% of serious and fatal crashes were on State and County Government maintained roadways in 2022. Compared to the 2015-2019 average, the percentage of crashes on County Government roadways dropped 4% from 35% to 31% with increases for State (+3%) and Municipal (+2%) in 2022.

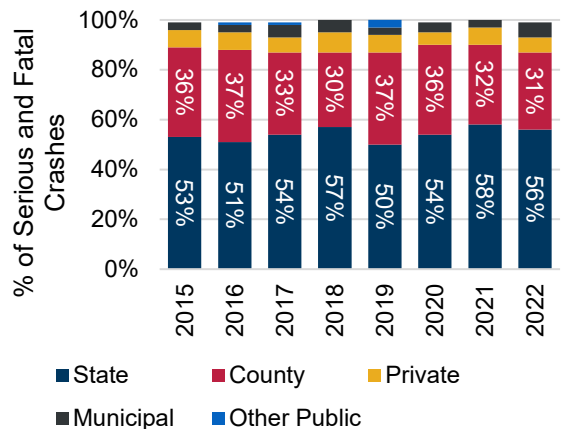


Figure 5 - Serious and fatal collisions by roadway owner. Due to rounding, each year may not add to 100%.

Fatal Crash Factors by Year

Fatal Crashes – All Modes

In 2022, there were 41 fatal crashes resulting in 45 fatalities, exceeding the 2015-2019 annual average of 30 fatal crashes and 33 fatalities. The increase was attributed to a rise in fatal crashes involving speed, impairment, roadway departure, and lack of seatbelt use. Ten fatal crashes in 2022 involved a combination of speed and impairment, compared to the pre-COVID average of three per year.

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

Motor Vehicle Occupant Fatal Crashes

More motor vehicle occupants were killed in 2022 without wearing a seatbelt than in any year since 2015, even though Montgomery County had a [seatbelt usage rate of 96%](#), which is higher than the national average. Additionally, 2022 saw the highest number of fatal crashes involving roadway departure and angle (T-bone) collisions since 2015.

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

Motorcycle/Moped Fatal Crashes

Motorcycle and moped fatal crashes decreased after a near record high in 2021. Impairment was a contributing factor for 30% of fatalities between 2015-2022 and 1 out of 2 for 2022. At or approaching an intersection remained the most common crash area accounting for 74% of motorcycle/moped fatal crashes between 2015-2022 and 1 out of 2 for 2022.

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

Pedestrian Fatal Crashes

Intersection-related crashes between dusk and dawn remained the most common scenario for pedestrian fatalities in 2022. Over half (54%) of pedestrian fatalities in 2022 occurred at or near an intersection, a figure that closely mirrors the 56% average for the 2015-2021 period. In intersection crashes, most motor vehicle drivers were traveling at a constant speed or attempting to slow down before the collision, rather than making a left or right turn. Fifty-four percent of pedestrian fatalities in 2022 occurred during nighttime hours, lower than the 68% average for the 2015-2021 period. Older adults continue to be disproportionately represented in pedestrian fatalities. In 2022, 8 out of 13 (62%) crashes with a pedestrian fatally struck involved someone aged 55 or older, exceeding the 53% average for the 2015-2021 period.

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

Cyclist Fatal Crashes

4 cyclists fatally injured is the highest in recent history. Cyclists aged 19 and under were 2 of the 4 cyclists fatally injured in 2022 and this age group made up one-third of fatal crashes between 2015 and 2021. From 2015 to 2022, 53% of fatal crashes were at an intersection or trail crossing.

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

Fatal Crash Comparisons to Neighboring Jurisdictions

The National Highway Traffic Safety Administration (NHTSA) maintains a census of all motor vehicle crashes with a fatal injury in the United States. Using NHTSA data combined with data on population from the US Census Bureau and state motor vehicle traffic volume allowed for comparing fatality rates across jurisdictions. The two charts below compare Montgomery County's 2017 to 2021 fatal crashes per 100 million vehicle miles traveled (VMT) and per 100 thousand residents to other cities and counties in the Greater Washington and Baltimore Metropolitan Areas.

Montgomery County's increase in fatal crashes per population and per VMT mirrored national trends. Between 2019 and 2021, US fatal crash rates increased 13% per capita and Montgomery County's increased 11%. Compared to peer counties in the area, Montgomery County had the third lowest fatal rate per vehicle miles traveled and second lowest per capita.

2017-2021 Fatal Crash Rate per 100 Million Vehicle Miles Traveled

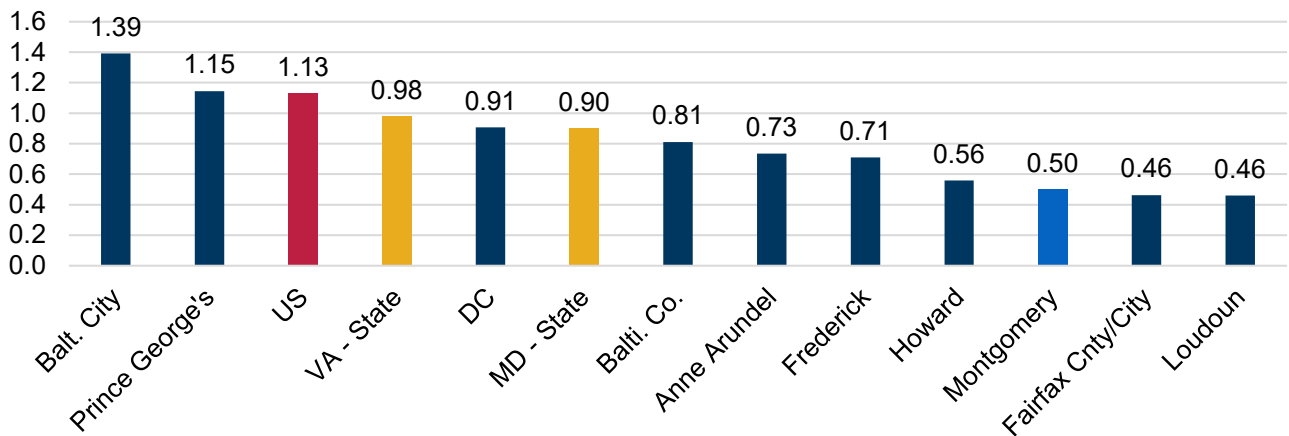


Figure 6 - Comparison of Montgomery County's fatal crash rate per 100 million vehicle miles traveled to peer jurisdictions in the area, state, and nation.

2017-2021 Fatal Crash Rate per 100 Thousand Population

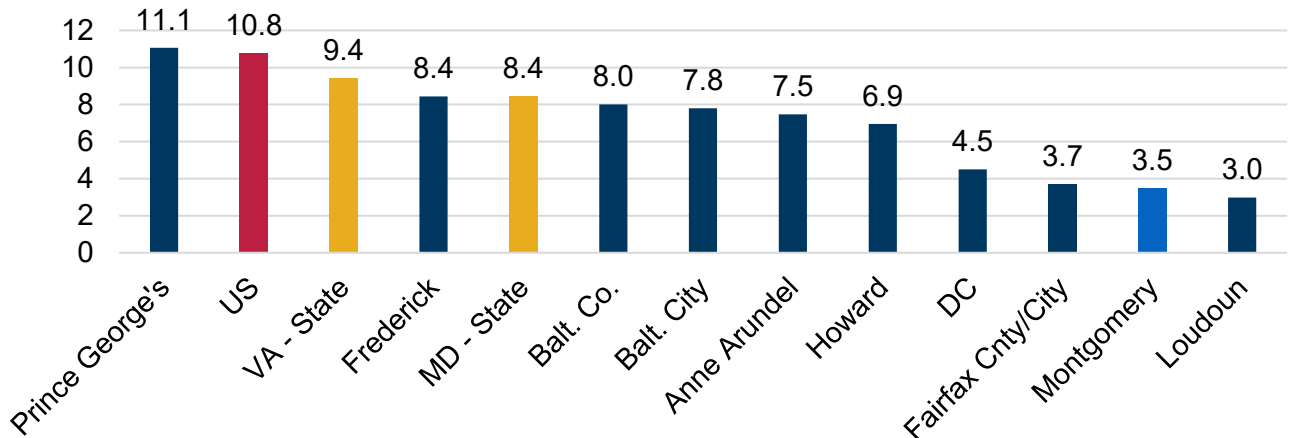


Figure 7 - Comparison of Montgomery County's fatal crash rate per 100 thousand population to peer jurisdictions in the area, state, and nation.

2022 Fatal Crash Map

The map below displays the 41 fatal crashes during calendar year 2022 by roadway user against the high injury network (HIN)¹¹. Twenty-five (61%) were on State roads, 13 (32%) on County roads, and 3 (7%) on municipal roads. Twenty-one out of 41 fatal crashes (51%) occurred on HIN corridors, which was above the 2015-2019 pattern of 41% of serious and fatal crashes occurring on the HIN.

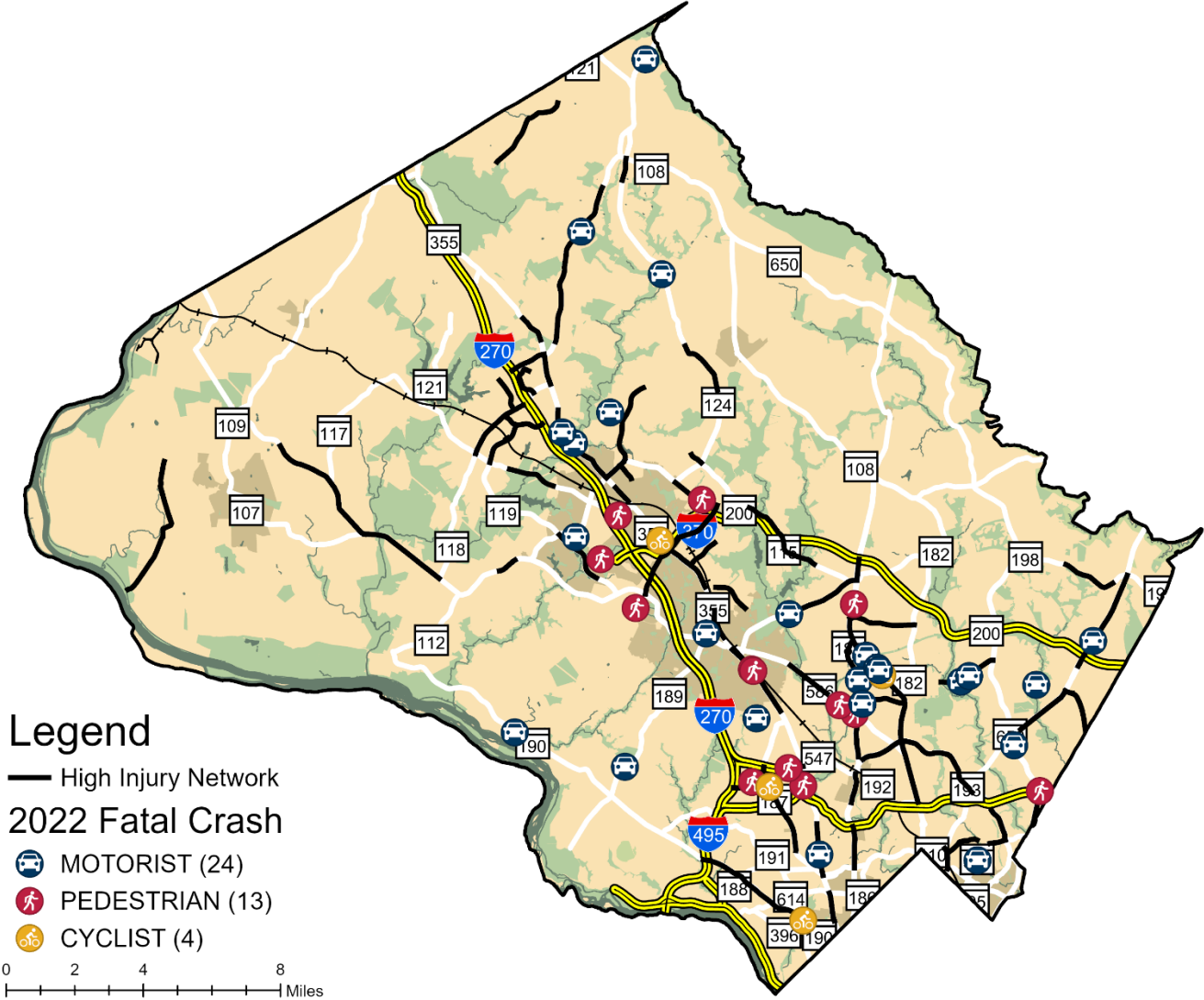


Figure 8 - Map of Montgomery County showing fatal crashes occurring in 2022 and high injury network. Map excludes fatal crashes on the interstates, Intercounty Connector (MD 200), and federal roads.

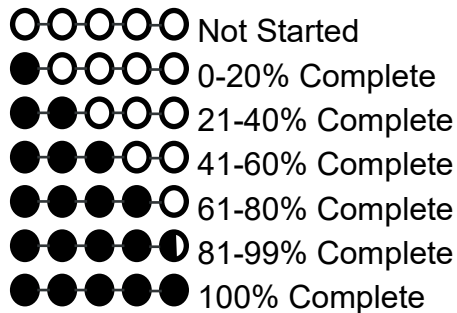
¹¹ The high injury network identifies roadway corridors in the county with the highest rates of serious and fatal crashes. These corridors are 3% of the County’s non-interstate road miles and 41% of serious and fatal crashes.

FY23 Work Plan by Action Item

This section of the FY23 annual report provides implementation details for the plan’s 45 action items and 115 annual tasks. The action items are organized by the three plan pillars: Complete Streets, Multimodal Future, and Culture of Safety.

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

- **Section abbreviation letter – Action item number: Action item short name:** Action item description that details the ongoing work throughout the 2030 Action Plan’s lifetime to fully implement the action item.
- **Lead:** Department(s) that were directly involved and providing resources to implement this action item in FY23.
- **Contributor:** Department(s) that had a minor or supporting role in FY23.
- **FY23 Completion:** The percentage of the FY23 Work Plan completed, weighted by the resource intensiveness of each task.



- **Work completed:** Narrative and photos showing the work completed under the action item during FY23. Hyperlinks, designated in blue underlined text, are provided for additional project details.

Complete Streets Action Items

Action	Completion	Priority Action	On Page #
S-1: High Injury Network Projects		Yes	21
S-2: Intersection Redesign		No	23
S-3: Frequent, Protected Crossings		Yes	24
S-4: Signal Timing and Phasing		Yes	25
S-5: Corridor Access Management		No	26
S-6: Roadway Departure		No	26
S-7: Separated, Low-Stress Bicycle Facilities		Yes	27
S-8: Safe Trail Crossings		No	29
S-9: Safe Routes to School Engineering Projects		No	30
S-10: Provide Safety Upgrades During Routine Maintenance		No	31
S-11: Improved Lighting		Yes	32
S-12: Sidewalk Repair and Clearance		No	32
S-13: Sidewalk Construction and Upgrades		Yes	33
S-14: High Visibility Equipment and Markings		No	34
S-15: Shared Streets		No	34
S-16: Data Informed Decisions		No	35
S-17: Equitable Project Intake and Selection		No	35
M-1: Examine Speed Limit on all Projects		Yes	36
M-2: Speed Management Policy		No	38
M-3: Enforcement of Speed Limits		No	38

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

FY23 Lead: Transportation, State Highway Administration

FY23 Contributor: Transportation Planning Board/Council of Governments

FY23 Completion: ●●●●○

FY23 Work Completed:

High injury network (HIN) projects typically progress from study, design, then construction. During FY23, 11 HIN corridors across municipal, county, and state roads were under at least one phase with 4 under construction.

Study/Safety Audit: In FY23, MCDOT completed three safety audit studies on County roads and MDOT SHA initiated two safety audits as part of their [Pedestrian Safety Action Plan](#).

- Lost Knife Road from Odenhal Road to Montgomery Village Avenue
- Crystal Rock Drive from Germantown Road (MD 118) to Father Hurley Boulevard
- Randolph Road from Connecticut Avenue (MD 185) to Georgia Avenue (MD 97)
- New Hampshire Avenue from Northampton Drive to Oaklawn Drive – State Highway Administration is utilizing the road safety audit [prepared by Montgomery and Prince George's County](#) via support from the Transportation Planning Board as part of the [Pedestrian Safety Action Plan](#) corridor improvement program. As an immediate step for safety, the speed limit was lowered from 40 to 35 MPH.
- Midcounty Highway from Woodfield Road to Frederick Avenue – The State Highway Administration started a safety audit as part of its Pedestrian Safety Action Plan.

Design: Two County roads on the high injury network completed design in FY23 with two additional projects on-going related to bus rapid transit projects listed under action item T-1.

- Lighting analysis and design completed for Snouffer School Road.
- Design of short-term recommendations for Lost Knife Road completed.
- Veirs Mill Road Bicycle Pedestrian Priority Area Improvements was nearing final design and will be completed in 2024.
- MD 355 (Rockville Pike/Frederick Road) bus rapid transit has design on-going through 2025.

In FY23, MCDOT applied and was awarded \$80,000 in technical assistance from the Transportation Planning Board through its [Regional Roadway Safety Program](#) to advance last year's roadway safety audit along Bel Pre Road to 35% (preliminary) design with work starting in FY24.

Construction: Four HIN corridors were under construction in FY23 with an additional corridor expected to start in fall 2023.

- Lost Knife Road from Odenhal Road to Montgomery Village Avenue – short term recommendations from the road safety audit were designed and implemented. The short term recommendations ranged from crosswalk marking, ADA ramp improvement and intersection improvements using temporary construction materials such as flex posts.
- Randolph Road from Hunters Lane to Collie Drive – signing and marking upgrades were completed. To the east of the corridor, exclusive left turn phasing was installed at the traffic signals at Randolph and Bushy and Randolph and Livingston to address left turn conflicts. A pedestrian hybrid beacon is planned at Randolph Road and Hunters Lane next year as part of a safety grant.
- The City of Rockville began construction [on a road diet and bikeway project along North Washington Street](#) during summer 2023. This road was the only municipal road identified as a HIN corridor in the County’s Vision Zero 2030 Action Plan.
- The State Highway Administration implemented a road diet with bikeways along Old Georgetown Road. The project, done alongside a previously planned repaving project, extended the bike lanes installed last year up from Ryland Drive to Tilden Lane and connected into the County’s White Flint workaround project. The speed limit was reduced from 40 to 35 MPH.
- Sam Eig Highway from the end of I-370 to Diamondback Drive – the HIN corridor from the 2018-19 Vision Zero Action Plan is under design with short-term improvements to be implemented starting in fall 2023.



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



Figure 10 - Montgomery County installed flexposts along Lost Knife Road to slow down vehicle turning speeds in spring 2023. Long term work will be associated with redevelopment of mall property.

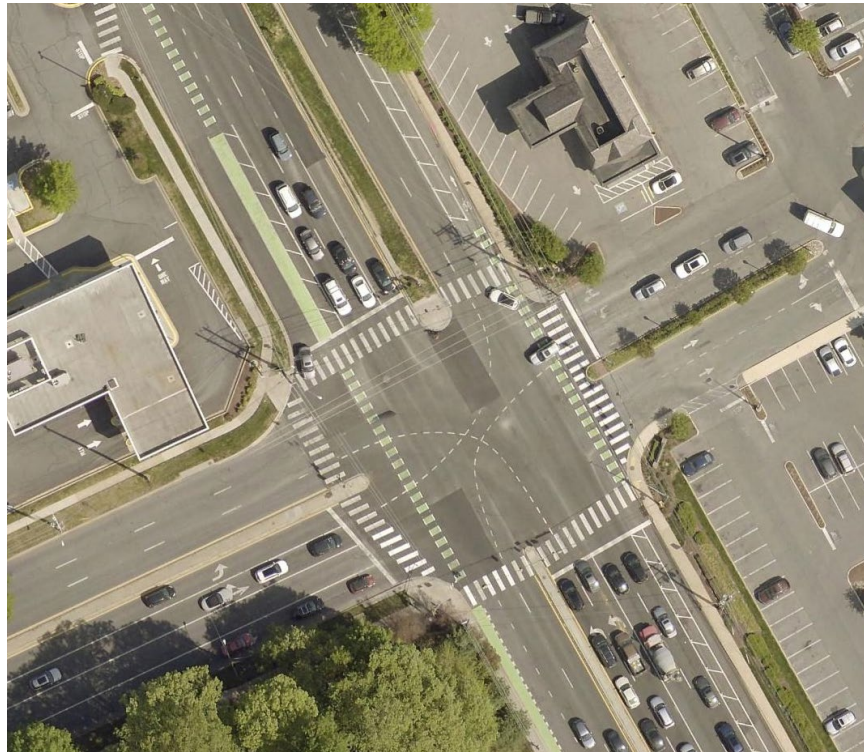


Figure 11 - Aerial imagery of road diet and bike lanes installed by the State Highway Administration at Old Georgetown Road and Democracy Boulevard to slow vehicle speeds and provide safe, separated bike facility.

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

FY23 Lead: Transportation, State Highway Administration

FY23 Contributor: N/A

FY23 Completion: ●●○○○○

FY23 Work Completed:

- Old Georgetown Road and Tilden Lane: substantial construction completed in spring 2023.
- Old Georgetown Road and Rockville Pike: removing hot right turn lanes – reconstruction of the sidewalk along MD 355 completed with design finalized in FY23. The County is coordinating with WSSC to complete and approve the final designs before reconstruction of the intersection can begin.
- Seneca Road and Esworthy Road – construction moved to FY24 due to budget constraints.

-
- Fenton Street and Philadelphia Ave (related to Fenton Street bikeway project under S-7): Final design is on-going and construction will now start in summer 2024 in order to construct the intersection and Fenton Street Cycletrack as a single project. Right-of-way acquisition and utility relocations will begin in fall 2023.
-

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.

FY23 Lead: Transportation, State Highway Administration

FY23 Contributor: N/A

FY23 Completion: ●●●●●

FY23 Work Completed:

Since the Vision Zero initiative started in fall 2017, MCDOT and SHA have installed 54 new traffic signals and pedestrian beacons with more than 40 additional scheduled for future years.

During FY23, the following were installed:

- 2 pedestrian hybrid beacons
 - Westlake Drive at Lakeview Drive
 - Twinbrook Road and Halpine Road
- 5 traffic signals
 - Sangamore Road and Walhonding Road
 - Piney Meetinghouse Road and Travilah Road
 - Piney Meetinghouse Road and Shady Grove Road
 - Colesville Road and Hastings Drive (State Highway Admin. Project)
 - Columbia Pike and Oakleaf Drive (State Highway Admin. Project)

The following planned pedestrian hybrid beacons are part of a safety grant from the State Highway Administration and moved to FY24:

- Montrose Road and Wilmart Street
- E Randolph Road and Tourmaline Court
- Randolph Road and Hunters Lane

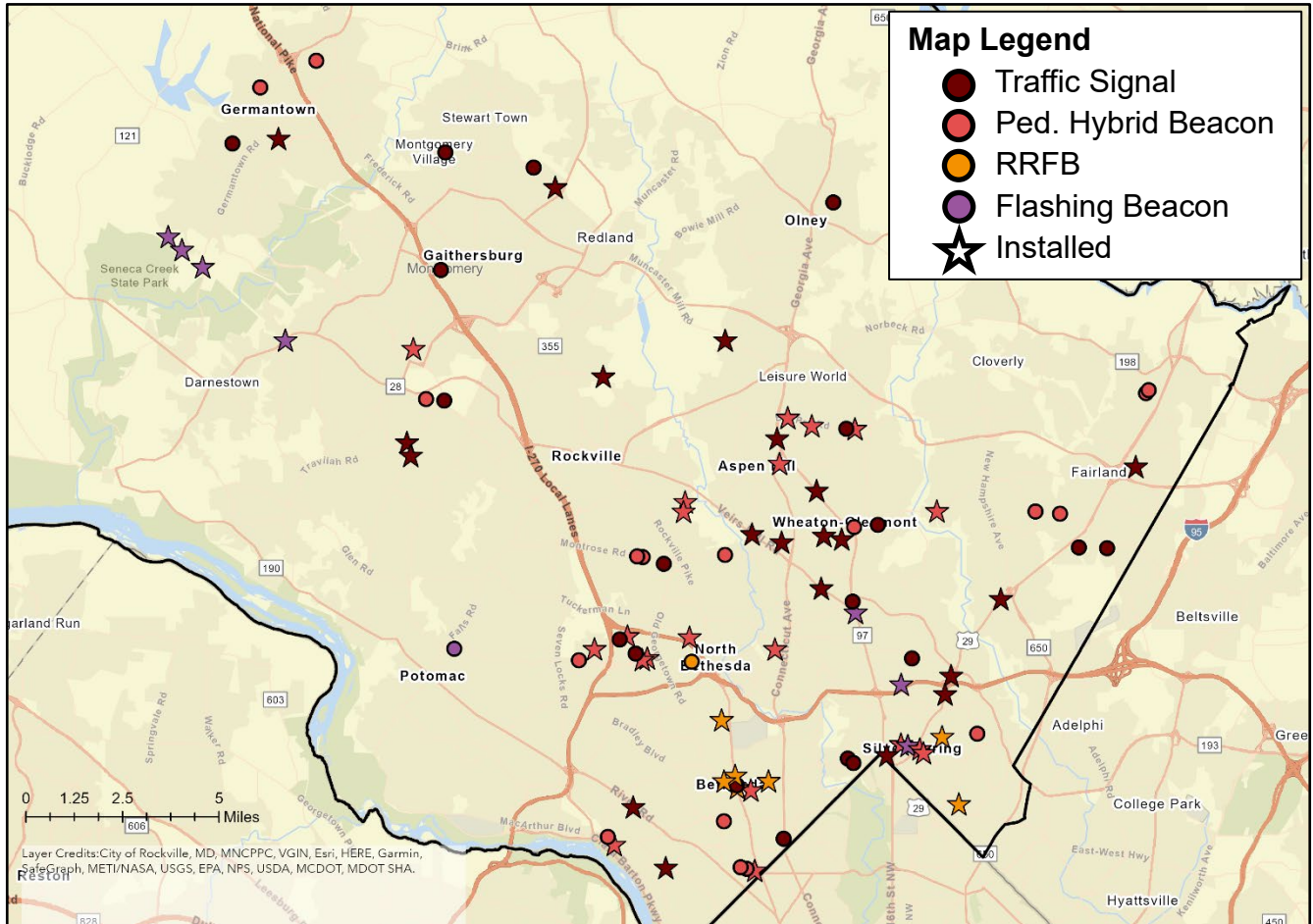


Figure 12 - Map of installed and scheduled traffic signals and beacons.

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

FY23 Lead: Transportation, State Highway Administration

FY23 Contributor: N/A

FY23 Completion: ●●●●●

FY23 Work Completed:

7 exclusive left turn installations to address turning conflicts were implemented:

- Randolph Road at Selfridge Road
- Randolph Road at Dewey Road
- Randolph Road at Rocking Horse Road/Gaynor Road
- Randolph Road and Bushy Drive
- Randolph Road and Livingston Street
- Randolph Road and Middlevale Lane
- Snouffer School Road and Sweet Autumn Drive

Signal upgrades to the Randolph Road HIN corridor included a review of yellow and all red clearance intervals, as well as side street lead pedestrian intervals (LPI) implementation at County owned signalized intersections. Implementation of exclusive/left-turn only phasing was completed for the intersections listed above.

No signal timing or phasing changes are currently recommended as part of the Sam Eig Highway study.

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

FY23 Lead: Transportation, State Highway Administration

FY23 Contributor: N/A

FY23 Completion: ●●●●●

FY23 Work Completed:

Corridor access advanced through implementing exclusive left turns as mentioned in S-4 above. MCDOT continues to explore grant funding for additional traffic signal and beacon construction for signalized and planned signalized intersections with identified left-turn conflicts. It should be noted that several intersections with identified left-turn conflicts have already been enhanced using existing level-of-effort funds.

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

FY23 Lead: Transportation, State Highway Administration

FY23 Contributor: Maryland Highway Safety Office

FY23 Completion: ●●●●○

FY23 Work Completed:

The draft roadway departure report has been circulated for review and coordination with MCDOT divisions to assess how to advance improvements, based on project scopes and potential budget/schedules. Evaluating these roadways for this treatment will take time and other needed repairs will need to be completed prior to many of the efforts noted in the report, such as the high friction treatment.

Additional discussions are in progress to establish a tentative plan to begin concept design for implementation of treatments and countermeasures.



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

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

FY23 Lead: Transportation, Parks, State Highway Administration

FY23 Contributor: Planning

FY23 Completion: ●●●●○

FY23 Work Completed:

During FY23, MCDOT and SHA had 8 projects completed or under construction, 4 had completed design and were ready for construction, and 19 projects were under design. Further details on all bikeway projects can be found on [MCDOT's Bikeways page](#).

- Bikeway projects completed or under construction as of June 30, 2023
 - Woodmont Phase I – construction completed fall 2022.
 - Emory Lane and Muncaster Mill Road Shared Use Path – construction completed winter 2023.
 - Old Georgetown Road separated bikeways from I-495 to Cedar Lane completed.
 - White Flint West Workaround – substantial completion in December 2022.
 - Glenmont/Aspen Hill neighborhood greenway – phase I of the pilot completed.

- Montgomery Avenue Phase IIA under construction.
 - Montgomery Avenue Phase IIB completed by developer.
 - Capital Crescent Trail along the Purple Line – new Purple Line contractor restarted major construction activities in the spring.
- Bikeway projects awaiting start of construction
 - Good Hope Road shared use path – design completed with construction expected in FY24 for 18 months.
 - Metropolitan Branch Trail Phase 2A– construction expected to start fall 2023.
 - MD355 Grosvenor shared use path – MCDOT is waiting for State Highway and MCDOT Permitting Services Sediment and Erosion permit. Construction is anticipated to start in the fall of 2023.
 - MD355 Clarksburg Shared Use Path – Right of way acquisition will be completed in winter 2023/2024. PS&E submitted to SHA for review/approval.
- Bikeway projects in design
 - Montgomery Avenue Phase IIC is at 30% design and final design is underway.
 - Heritage Triangle Trail Phase I (Sandy Spring bikeway) reached 35% design in FY23 and continue to coordinate with State Highway Administration on design.
 - Seven Locks Road bikeway – reached 35% design.
 - Bradley Boulevard (MD191) improvements – MCDOT worked with the State Highway Administration on memorandum of understanding for stormwater management design and starting work with utility companies. Next design milestone at 70% expected winter 2023/2024.
 - Marinelli Road Phase I - Design is at 90% with completion expected by fall 2023. Coordination with SHA Office of Traffic Safety at MD 355 signal. Coordination with SHA on bike lanes at intersection with MD 355 under review. Construction anticipated in fall 2023. Project previously delayed due to Pepco/Exelon construction along Marinelli Road. Final coordination underway with Metro (WMATA) and the Nuclear Regulatory Commission (NRC).
 - Marinelli Road Phase II – design expected to begin in FY24. Design delayed due to staff retirement.
 - MacArthur Boulevard upgrades from Oberlin Avenue to the District city line (segment III) - final design started in FY22 with construction expected in FY26.
 - Cheltenham Drive – design expected to be completed in FY24.
 - Fenton Street cycle track – final design underway with construction expected to begin in FY25.
 - East Silver Spring Neighborhood Greenway – Design ongoing through FY24.
 - Dale Drive shared use path – final design underway and will be completed in FY24 with construction expected to start in FY25.
 - Tuckerman Lane sidewalk and bikeway – reached 35% design and held mandatory referral with Montgomery Planning in May 2023.

-
- Amherst Avenue bikeway - reached 35% design and held mandatory referral with Montgomery Planning in May 2023. Design will continue into FY24 with construction expected in FY25.
 - Upton Street Neighborhood Greenway – Design started and ongoing through FY23. Buildout of traffic calming along the greenway expected in FY24.
 - McComas Neighborhood Greenway – Design started and ongoing through FY23 and FY24.
 - Purple Line BiPPA – Carroll Ave (also related to action item T-1) – expected to reach 35% design in early FY24.
 - Purple Line BiPPA – Flower Ave (also related to action item T-1) – expected to reach 35% design in FY25.
 - Veirs Mill Road bus rapid transit and bike/pedestrian priority area – the bicycle and pedestrian projects reached 35% design in summer 2022 with community feedback collected in the fall. Design will be ongoing through FY25.
 - Bowie Mill Road Bikeway – Design ongoing through FY25.
-

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.

FY23 Lead: Parks

FY23 Contributor: Transportation

FY23 Completion: ●●●●●

FY23 Work Completed:

Montgomery Parks had 62 active trail crossing projects at the end of FY23 with 7 completed, 25 completed design and awaiting construction, with the remainder in the design phase.

Completed projects at:

- Rock Creek Trail and Avery Road
 - Rock Creek Trail and Beach Drive (near Connecticut Avenue parking area)
 - Sligo Creek Trail and Sligo Creek Parkway (parking area near University Boulevard)
 - Ten Mile Creek Trail and Clarksburg Road
 - Upper Rock Creek Trail and Needwood Road
 - Lower Magruder Trail and Watkins Road
 - Seneca Greenway Trail and Watkins Mill Road
-

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

FY23 Lead: Transportation, State Highway Admin., Public Schools, Police

FY23 Contributor: Planning

FY23 Completion: ●●●●●

FY23 Work Completed:

During FY23, [walkability audits](#) were conducted at ten schools:

- John F. Kennedy HS
- Argyle MS
- Strathmore / Bel Pre ES
- Seneca Valley HS
- Roberto Clemente MS
- S. Christa McAuliffe ES
- Northwest HS
- Clopper Mill ES
- Germantown ES
- Great Seneca ES

Spot improvements were completed at the following 11 locations:

- Wood Acres Elementary School – speed limits around school lowered to 20 MPH.
- Westbrook Elementary School - speed limits around school lowered to 20 MPH.
- French International School - speed limits around school lowered to 20 MPH.
- Strathmore Elementary School - speed limits around school lowered to 20 MPH.
- Newport Mill Middle School – speed limit on Newport Mill Rd lowered to 25 MPH.
- Albert Einstein High School – speed limit on Newport Mill Rd lowered to 25 MPH.
- Dr. Martin Luther King Junior Middle School - removed faded school assembly sign and arrow, installed new “No Parking Any Time” signs.
- Cashell Elementary School - trimming of foliage blocking school flasher sign and warning signs on Hines Rd from Sandy Knoll Drive to Hines Court.
- Springbrook High School - The construction of improvements to Valley Brook Drive/Greenhill Drive intersection is complete. Work completed included crosswalk/pedestrian landing area and all-way stop sign installation.
- Bethesda Elementary School - No turn on red sign along Old Georgetown Road.
- Glenallan Elementary School - Improvement to the intersection Glenallen Avenue and Wallace Avenue. Pedestrian ramp and crosswalk upgrade is complete.

Assessing school zone overlay for Complete Streets Design Guide: During FY23, the County Council approved an updated road code to reflect the new Complete Streets Design Guide. Updates to County regulations that further flesh out the county code updates, and an update to the guide was underway at the close of FY23 with completion planned in winter 2023/24. An update to the Master Plan of Highways and Transitways starts in FY24 and is expected to be completed in fall 2024. This update is expected to consider design needs along Growth Corridors. At this time, there are no plans to create school zone overlays. The complete street typology can improve safety and connectivity inside and outside designated school zones and transit corridors.

State law changes for new or major construction at a school site to require pedestrian safety review: During the 2022 Maryland state legislative session, a bill was introduced, passed both houses, and enacted by the Governor. The bill, HB0019, requires the county Board of Education seeking State funds for the construction of a new school, or the renovation of or an addition to an existing school that would increase the capacity by more than 100 students, to submit a pedestrian safety plan to the Interagency Commission on School Construction.

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

FY23 Lead: Transportation

FY23 Contributor: Utility Companies

FY23 Completion: ●●●●●

FY23 Work Completed:

For fiscal year 2023, new traffic marking plans submitted by the Division of Traffic Engineering and Operations were applied by the Division of Highway Services on E. Jefferson Street and Parklawn Drive. The divisions, including the Division of Transportation Engineering for bikeway projects, continue to collaborate to advance projects along with the paving schedule.

Kensington Parkway shoulder improvement project delayed to incorporate additional public feedback into the designs. Coordination with WSSC for paving is on-going.

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

FY23 Lead: Transportation, Utility Companies

FY23 Contributor: Transportation Planning Board/Council of Governments, Planning

FY23 Completion: ●●●●●

FY23 Work Completed:

Lighting Policy: MCDOT and Planning were awarded technical assistance as part of the Transportation Planning Board's [Transportation Land Use Connections Program](#) to re-evaluate and make more robust modifications to the County's practices on streetlight concept development and installation.

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

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

Lighting Projects:

- MCDOT/Streetlights worked to improve safe travel conditions for pedestrians and motorists alike. Forty (40) intersections within Bethesda's Central Business District have been upgraded to improve lighting conditions.
- MCDOT/Streetlights completed 11 lighting improvement requests based on crash safety data reports and/or requests to improve lighting conditions, received from County residents. Twenty-three (23) new streetlights have been installed. Additionally, five (5) streetlights received an upgrade and/or service to improving nighttime lighting conditions.

S-12: Sidewalk Repair and Clearance: Ensure sidewalks are in good repair, free from obstructions, and meet or exceed the Americans with Disabilities Act (ADA) requirements. Continue to update sidewalk survey to proactively address trip and other hazards from uneven or blocked sidewalks.

FY23 Lead: Transportation

FY23 Contributor: State Highway Admin.

FY23 Completion: ●●●●●

FY23 Work Completed:

Through fiscal year 2023, the county has repaired or inspected 71,704 sidewalk grade differentials. MCDOT continues to inspect sidewalk and proactively address grade differentials.

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.

FY23 Lead: Transportation

FY23 Contributor: State Highway Admin.

FY23 Completion: ●●●●●

FY23 Work Completed:

Franklin Avenue Sidewalk: Construction started in the summer of 2023. Construction should be completed in the fall of 2023.

Sidewalk Minor Projects: The sidewalk program installed 37,000 linear feet (7.0 miles) of new sidewalk in FY23.

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



Figure 14 – Resident walks along newly installed sidewalk in the Rock Creek Manor community.



Figure 15 – New ramps with detectable warning surfaces installed as part of neighborhood sidewalk construction.

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.

FY23 Lead: Transportation, State Highway Admin.

FY23 Contributor: N/A

FY23 Completion: ●●●●○

FY23 Work Completed:

Crosswalk refreshes and installation: A minimum of 250 crosswalks were refreshed/ marked by end of FY23.

Retroreflective borders (signal head backplates): Installed at 8 locations in FY 23. They included:

- Westlake Drive and Lakeview Drive
- Twinbrook Parkway and Halpine Road
- Shady Grove Road and Piney Meetinghouse Road
- Travilah Road and Piney Meetinghouse Road
- Montrose Road and Tilden Lane
- Randolph Road and Heurich Road
- Nicholson Lane and Whiteflint Driveway
- Randolph Road and Middlevale Lane
- (Planned) Crystal Rock Dr and Kinster Drive/Waters Landing Drive

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

FY23 Lead: Transportation, Parks, Urban Districts

FY23 Contributor: Planning

FY23 Completion: ●●●●●

FY23 Work Completed:

Block Permits: Block permit (formerly Block Part Permit) has been updated to incorporate temporary neighborhood shared street closures for vehicles.

Strategic Plan: MCDOT developed a roadmap for moving from the COVID-19 pandemic shared roadways and streateries and design is underway and continuing in fiscal years 2024 and 2025.

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.

FY23 Lead: Police, Planning, Transportation, Office of Management and Budget

FY23 Contributor: Vision Zero Coordinator, Maryland Highway Safety Office, Maryland State Police

FY23 Completion: ●●●●●

FY23 Work Completed:

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

Pedestrian Safety Impact Statement Update: Staff from the County Executive's Office, Office of Management and Budget, Department of General Services, and Department of Transportation reviewed and updated the existing Pedestrian Safety Impact Form to reflect changes to Vision Zero and newly approved master plans.

Estimating Crash Reductions for Standalone CIP Projects: For developing the FY25 Capital Improvements Program (CIP) budget, a new crash reduction impact calculator is being tested for new projects. This test will be used as part of determining the project's efficacy for inclusion of the County Executive's recommended FY25-30 CIP budget.

Changes to Asset Management Systems: MCDOT and Montgomery Planning are conducting a joint study to examine the two agencies' asset management systems for improved data updates and sharing.

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.

FY23 Lead: Transportation

FY23 Contributor: Vision Zero Coordinator, Maryland Highway Safety Office, Maryland State Police, Planning

FY23 Completion: ●●●●●

FY23 Work Completed:

Review of Bikeway Minor Project Program: Using the Bicycle Master Plan and Biennial Monitoring Report, the Bikeways Minor Program will continue to examine critical gaps in the

bikeway network and include additional information including Equity Emphasis and Equity Focus Areas in determining new projects.

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

FY23 Lead: Transportation, State Highway Admin.

FY23 Contributor: N/A

FY23 Completion: ●●●●●

FY23 Work Completed:

Speed limit reductions implemented this fiscal year:

- Muddy Branch Road from Darnestown Rd (MD 28) to Diamond Avenue (MD 117).
- Huntington Parkway from Bradley Boulevard to Old Georgetown Road. Lowered to 30 MPH to 25 MPH.
- Greenwood Ave from Piney Branch Rd to Takoma Park City limits. Lowered to 20 MPH.
- Dartmouth Ave from Winsor St to Cedar St. Lowered to 20 MPH.
- Cummings La from Brennon La to Western Ave. Lowered to 20 MPH.
- Brennon La from Shepherd St to Camilier Dr. Lowered to 20 MPH.
- Camilier Dr from Brennon La to Cummings La. Lowered to 20 MPH.
- Decatur Ave from Wexford Dr to Connecticut Ave. Lowered to 20 MPH.
- Lawrence Ave from Decatur Ave to Connecticut Ave. Lowered to 20 MPH.
- Greenwood Ave from Piney Branch Rd to Takoma Park City limits. Lowered to 20 MPH.
- Huntington Parkway from Bradley Boulevard to Old Georgetown Road. Lowered to 30 MPH to 25 MPH.

Maps showing speed limit changes made by the County Government can be found at [Roads with Reduced Speed Limits \(montgomerycountymd.gov\)](#). Changes made by the State Highway Administration can be found at [Statewide Progress | Context Driven Guide \(arcgis.com\)](#).

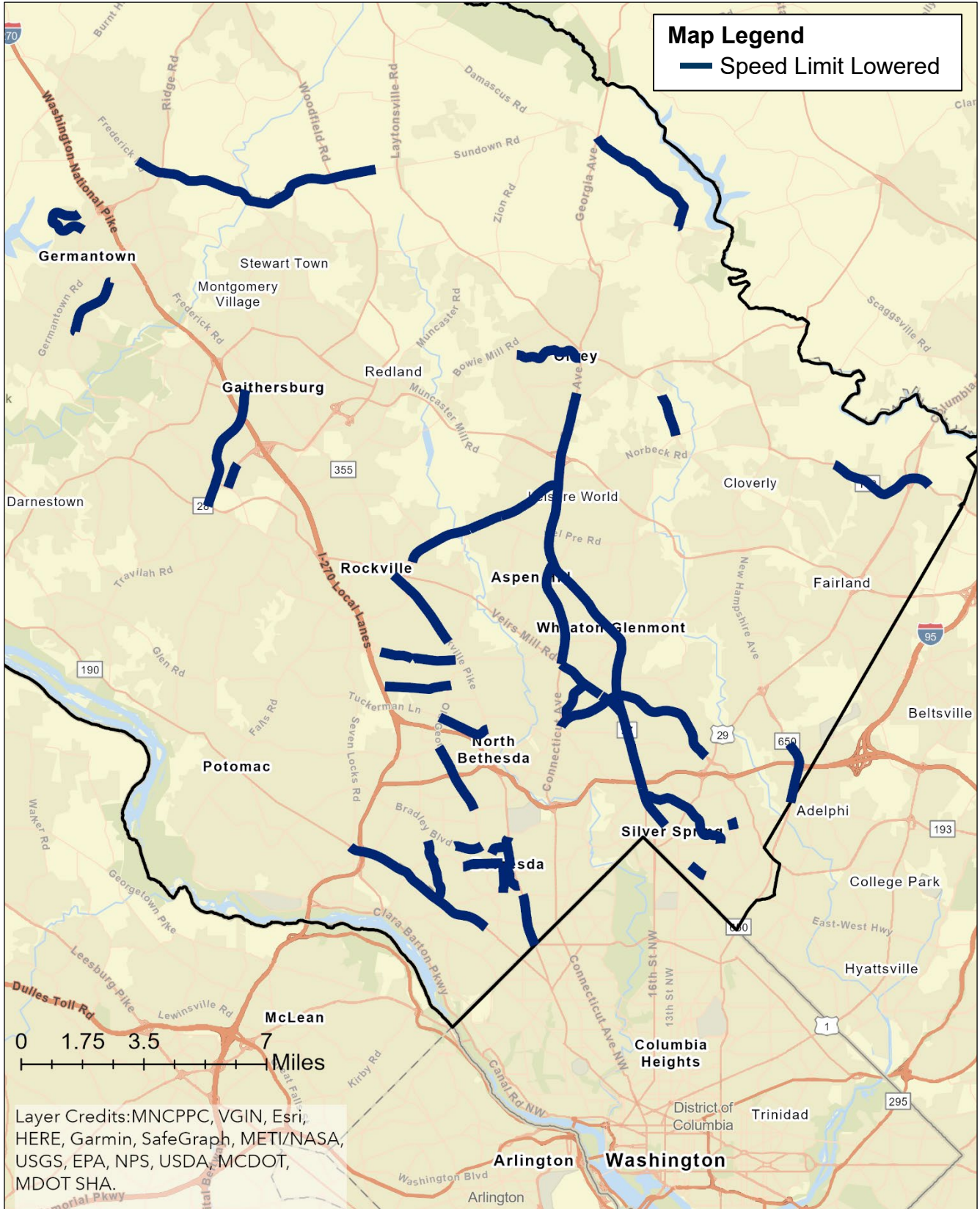


Figure 16 - Roadways with speed limit lowered in past four years. Map does not include neighborhood 20 MPH zones.

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

FY23 Lead: Transportation, Planning

FY23 Contributor: N/A

FY23 Completion: ●●●●●

FY23 Work Completed:

Updates to County Code Chapter 49 - streets and roads - were adopted by the County Council in November and December 2022 under Bills [24-22](#) and [34-22](#). The update incorporates the speed setting and target speeds in the Complete Streets Design Guide.

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

FY23 Lead: Police

FY23 Contributor: Transportation

FY23 Completion: ●●●●●

FY23 Work Completed:

Exceeding the posted speed limit remained the top traffic violation issued by Montgomery County Police in FY23. In FY23, MCPD's Central Traffic Unit (CTU) utilized 145 hours of grant overtime provided by the Maryland Highway Safety Office focused on dangerous driving behaviors.

Montgomery County Police have 104 speed cameras available to utilize [at over 300 approved locations](#). During FY23, 236,214 drivers were going at least 11 miles over the posted speed limit and given a citation through the Safe Speed program.

During quarter 2 (fall/winter 2023), a grant proposal for more speed display boards was not awarded. The County will look for other opportunities to expand the mobile fleet of speed display boards. Montgomery County Police used Maryland Highway Safety Office funding to staff evening high visibility enforcement details in HIN network roads utilizing Central Traffic Unit and Patrol officers.

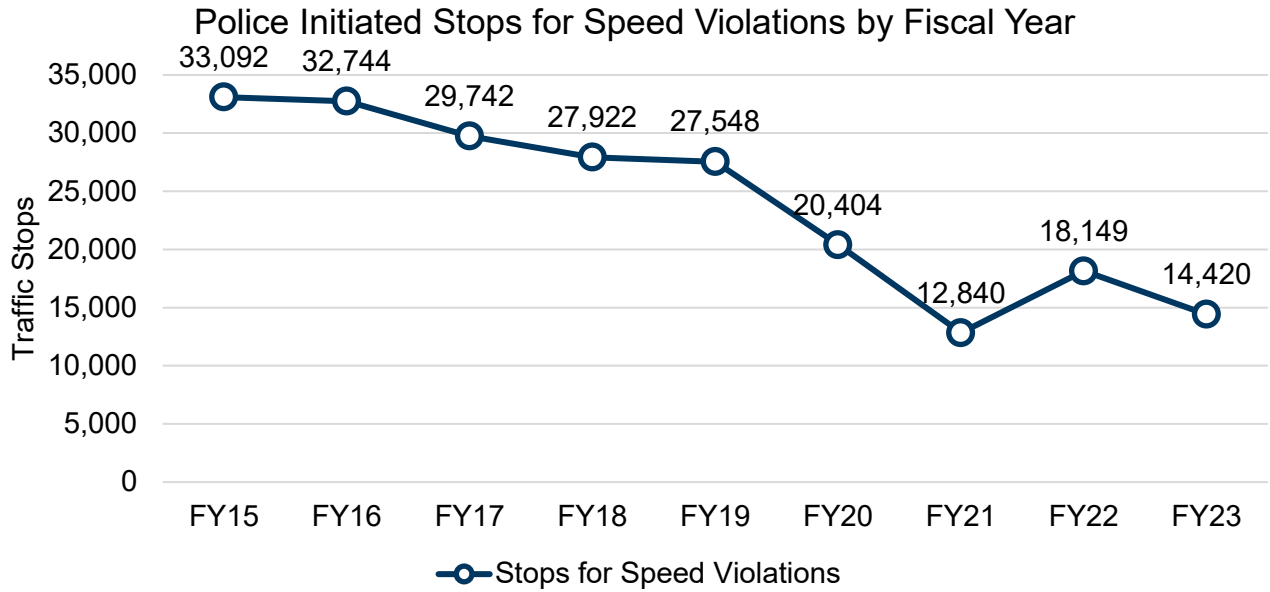


Figure 17 - Traffic stops by Montgomery County Police officers with at least one warning or citation for speeding. Note FY20 and FY21 had lower traffic volumes due to the COVID-19 pandemic and FY22 had fewer approved traffic officer positions.

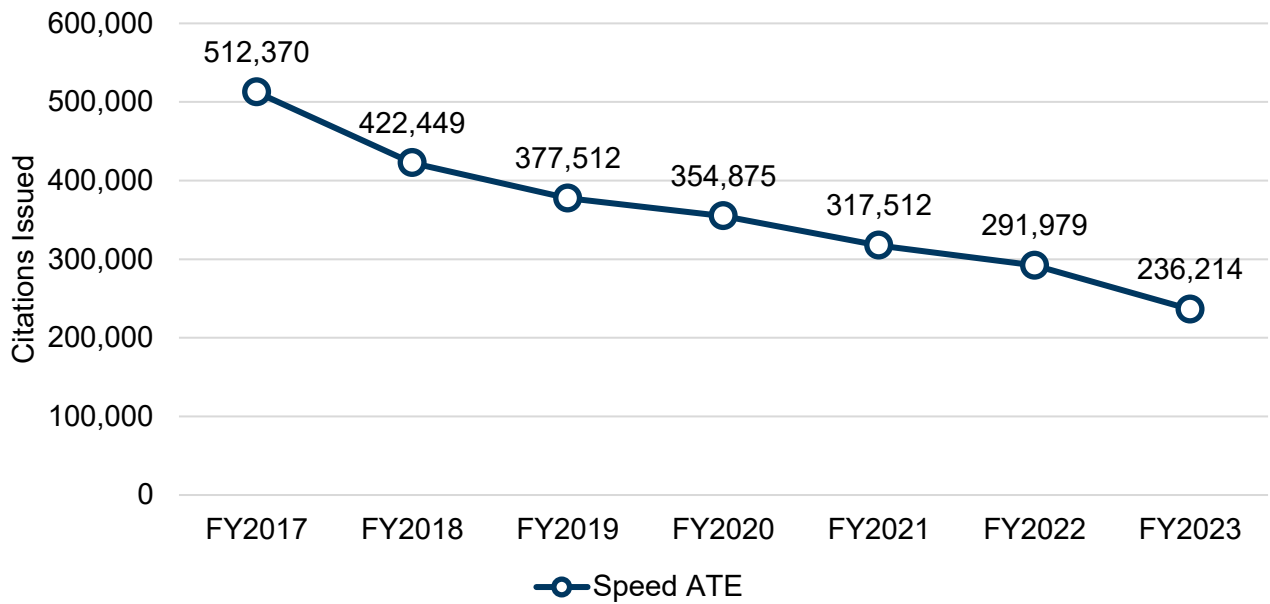


Figure 18 - Citations from the Safe Speed automated speed enforcement program by fiscal year. Speed camera violations continue to decline as drivers become compliant with the speed limit at known enforcement locations. Citations shown here include paid, unpaid, and partially paid citations.

Multimodal Future Action Items

Action	Completion	Priority Action	On Page #
T-1: Pedestrian and Bicycle Infrastructure Improvements Along New Transportation Projects		Yes	41
T-2: Transit Stop Safety		Yes	41
T-3: School Bus Stop Safety		No	42
T-4: Eliminate Sidewalk Obstructions		No	43
T-5: Maintenance of Travel (MOT) during Sidewalk and Road Closures		No	43
T-6: Bike and Micromobility Parking		No	44
T-7: Curbside Management		No	45
T-8: Snow Removal from Bike Facilities, Sidewalks, and Transit Stops		No	45
T-9: Parking Lot Design and Construction		No	45
T-10: Safety Audit of County Owned Parking Lots and Garages		No	46
C: Transportation and Land Use Planning		No	46
V-1: Safer County Vehicle Fleet		No	47
V-2: Prepare for Autonomous Vehicles		No	47

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.

FY23 Lead: Transportation, Planning

FY23 Contributor: State Highway Administration

FY23 Completion: ●●●●○

FY23 Work Completed:

Bus Rapid Transit (BRT) Design

- [Veirs Mill Road BRT](#) – The project is now in final design, which will be completed in 2024.
- [MD355 BRT](#) – Project is preparing to move into final design.

Trail, Sidewalk, and Bikeway Projects along the Purple Line

- Full construction resumed on the Purple Line and the Capital Crescent Trail along the line in fall 2022. The overall project has 99% design complete with 50% construction complete.
- [Purple Line Bicycle Pedestrian Priority Area \(BiPPA\):](#)
 - Construction started on repairs to ADA ramps and driveway aprons by Highway Services and Division of Transportation Engineering. ADA upgrades continue in FY24.
 - Public meetings held in spring 2023 for Flower Avenue and Carrol Avenue concept plans. Task orders for Flower Avenue bike lanes and Carroll Avenue bike lanes started in Oct. 2022.
 - Task order negotiation for Piney Branch Road bike facility is on-going.
 - New sidewalk installations will start in FY24.
- Construction of the [Metropolitan Branch Trail Phase 2A](#) is scheduled to begin fall 2023.

Montgomery Planning advanced the [Bikeway Branding Project](#) with a pilot project being developed with MCDOT for North Bethesda.

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.)

FY23 Lead: Transportation

FY23 Contributor: WMATA, State Highway Administration

FY23 Completion: ●●●●○

FY23 Work Completed:

- A transit stop audit was incorporated into the HIN studies listed under S-1. Crosswalk improvement and recommendation to relocate a bus stop was made as a part of the HIN study.
- Constructed mock-up for the pilot program in Downtown Silver Spring for urban navigation for people with no or low vision in April. Currently at 90% design and tentative construction in spring 2024.
- The [Ride On Route Restructuring Study](#) was ongoing with initial study recommendations to be shared during public outreach events in fall 2023.
- 54 bus stops with accessibility upgrades.



Figure 19 - Before conditions at bus stop at Stringtown Road and Gate Rail Road.



Figure 20 - After conditions with new connection between bus stop and shared use path at Stringtown Road and Gate Rail Road.

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.

FY23 Lead: Public Schools, Transportation

FY23 Contributor: N/A

FY23 Completion: ●●●●●

FY23 Work Completed:

- **School Bus Stop Locations** – The Montgomery County Department of Transportation evaluated the top 10 bus stops with the most citations for passing a stopped school bus. No infrastructure changes are recommended for mitigation of school bus stop violations at this time. Outreach about the law is on-going with campaign waves at the start of the school year. Montgomery County Public Schools reviews all routes annually and continues to move stops from major roadways. MCPS

continues its policy of not requiring students to cross major roadways and provides right side service so students do not have to cross to get the bus.

- [Sidewalk Gaps in school walksheds](#) – MCDOT advanced projects along Oakview Drive (Roscoe Nix ES), Stateside Dr (Joann Leleck ES), and Lexington Drive at Pierce Drive (Montgomery Blair HS). The first two projects have been approved and pending construction.
-

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.

FY23 Lead: Transportation, State Highway Admin., Environmental Protection

FY23 Contributor: N/A

FY23 Completion: ●●●●●

FY23 Work Completed:

MCDOT completed the pilot project along University Blvd W for pads along residential properties with no space to place receptacles outside of sidewalk.

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

FY23 Lead: Permitting Services, Transportation, State Highway Admin.

FY23 Contributor: N/A

FY23 Completion: ●●●●●

FY23 Work Completed:

DPS has implemented operational changes required by updates to Chapter 49, specifically related to Maintenance of Traffic permits. Enforcement and other requirements can be handled with existing resources.

DPS has an [online Construction Activities map](#) that provides information on select active public right of way permits that could impact traffic or pedestrian mobility. DPS needs to explore how to best create a notification system and display not only the location of closures but also to provide the approved traffic control plans showing the work. This will include collaboration with TEBS, MCDOT and the DPS Customer Support and Outreach Division. Now with the approval of ER 15-20 as County Council Resolution 19-1138, DPS will begin to issue a separate Maintenance of Traffic permit to pinpoint this type of data.

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.

FY23 Lead: Transportation

FY23 Contributor: N/A

FY23 Completion: ●●●●●

FY23 Work Completed:

Commuter Services continues to post information on social media, including an informational video, about proper parking for e-scooters. E-scooter vendors have also conducted Learn to Ride classes across the County in the Spring and Fall. This is an ongoing education effort through social media, outreach efforts and learn to ride e-scooter classes planned for Spring and Fall 2023.

Commuter Services was successful in obtaining additional funding to install more micromobility corrals in the County to provide safe and convenient parking options, and will be working with other County agencies and the public to identify locations and complete installations.

The County Council [reintroduced Bill 36-21](#) to establish registration and operating requirements for low-speed, electric scooters. The bill passed the County Council and was signed into law in October 2022.



Figure 21 - Screenshot from MCDOT video on safe and legal parking for e-scooters.

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

FY23 Lead: Transportation, Planning

FY23 Contributor: N/A

FY23 Completion: ●●○○○

FY23 Work Completed:

M-NCPPC requested funding for FY24 to advance curbside management strategies and regulations but was not provided by the County Council. Activity may continue in FY25 if funded.

The Planning Department currently lacks staff capacity to finalize the Urban Loading and Delivery Management report. Therefore, The Montgomery County Department of Transportation has not implemented any recommendations until the study is complete.

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.

FY23 Lead: Transportation, Parks, State Highway Admin.

FY23 Contributor: General Services

FY23 Completion: ●●●●●

FY23 Work Completed:

The County Council unanimously passed and the County Executive signed [Bill 9-21, Streets and Roads – Sidewalk Snow Removal- Amendments](#) in February 2022. Based on current assets and contractor availability, MCDOT has equipment and personnel available to clear the additional sidewalks and bikeways required under the bill.

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.

FY23 Lead: Planning

FY23 Contributor: Transportation

FY23 Completion: ●●○○○ (Work item unfunded.)

FY23 Work Completed:

M-NCPPC Planning submitted a grant request through the Safe Streets and Roads for All program. If awarded, this project could advance in FY24. M-NCPPC Planning continues to use mandatory referral and development review to prioritize parking lot safety for projects.

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.

FY23 Lead: Transportation

FY23 Contributor: N/A

FY23 Completion: ●●●●●

FY23 Work Completed:

Improvements to reduce ped-vehicle conflicts by installing convex mirrors and other potential solutions at the entrances and exits of G31 and G35 in Bethesda, G3 and G60 in Silver Spring, and G13 in Wheaton. Garage design considerations and various retrofitted signage and warning systems were recommended and may require additional funding to implement.

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

FY23 Lead: Planning

FY23 Contributor: Transportation

FY23 Completion: ●●●●●

FY23 Work Completed:

[Pedestrian Master Plan](#): The Pedestrian Master Plan was transmitted from the Planning Board to County Council in May 2023. County Council will begin their review in Fall 2023.

[University Boulevard Corridor Plan](#): Scope of work approved on February 16, 2023. Community outreach, engagement, and analysis (existing conditions, market, and transportation) ongoing. Planning Board Draft anticipated in Spring 2024.

[General Plan Update \(Thrive 2050\)](#): The General Plan was approved by County Council on October 25, 2022.

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.

FY23 Lead: General Services

FY23 Contributor: Transportation, Police, Fire/Rescue Service

FY23 Completion: ●●●●●

FY23 Work Completed:

- MCPD is upgrading its motorcycles to models that feature enhanced braking and handling capabilities.
- New school buses come with seatbelts for students. MCPS' goal is to install seatbelts on all MCPS buses over the course of the school bus replacement cycle.
- More vehicles are coming standard with backup cameras and automatic emergency braking.

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

FY23 Lead: Vision Zero Coordinator

FY23 Contributor: Transportation, General Services, Planning













FY23 Completion: ●●●●●

FY23 Work Completed:

Preparing for Connected and Automated Vehicles: Montgomery County continued work with the Maryland Motor Vehicle Administration as part of the [Connected and Automated Vehicle Workgroup](#) and continues active areas for CAV testing in the county.

Future Technology Task Force: Background research and recommendations were finalized in June 2023 and being reviewed and finalized by staff prior to publishing on the Vision Zero website as of July 2023.

Culture of Safety Action Items

Action	Completion	Priority Action	On Page #
P-1: Outreach and Education to the Community		No	49
P-2: Collaboration with Community Partners and Ambassadors		No	50
P-3: Coordination of Campaigns		No	52
P-4: Ending Impaired Driving Deaths		Yes	53
P-5: Expansion of Automated Enforcement		No	55
P-6: Focused Enforcement Efforts		No	56
P-7: Expand Safe Routes to School		No	58
P-8: Bike Riding and Safety Courses		No	59
P-9: County Employees using Fleet Vehicles		No	60
P-10: Conspicuity for County Employee Uniforms		No	60
R-1: Prompt Medical Service		No	61
R-2: Planning and Coordination for Safe Traffic Incident Management		No	61

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

FY23 Lead: Transportation, Vision Zero Coordinator

FY23 Contributor: Public Information Office, Regional Services Centers

FY23 Completion: ●●●●●

FY23 Work Completed:

Communication and Outreach Plans for Multilingual Outreach: Montgomery County Government now has consolidated language and outreach specialists within the Office of Community Engagement for help with the top six spoken languages in the County--Amharic, Chinese, French, Korean, Spanish, and Vietnamese. Vision Zero projects utilize in-house and, when necessary, contract support to engage residents in their preferred language.

Coordinated Safety Campaigns:

During FY23, joint campaigns with outside partners included:

- The MCDOT Pedestrian Safety Team visited shopping centers and grocery stores throughout the year for walking, biking, and driving safety education.
- Every Wednesday since Walk to School Day in early October through the end of the school year, MCDOT has partnered with elementary schools to host [Walking Wednesdays](#).
- MCDOT partnered with the Departments of Recreation and Health and Human Services to provide older driver safety awareness classes at local senior centers.
- MCDOT partnered with Department of Recreation and the Wheaton Urban District for St. Patrick's Day safety information.
- MCDOT partnered with the Maryland Motor Vehicle Administration to provide pedestrian, bicycle, and driver safety information at local MVA branches.
- The County supported the Washington Regional Alcohol Program's SoberRide for major holidays through online and in-person promotion.
- MCDOT partnered with the Silver Spring Urban District to provide weekly traffic safety outreach at Veteran's Plaza along Fenton Street.
- Vision Zero partnered with DHHS' Latino Health Initiative to bring the successful *La Abuelina* campaign created for the COVID-19 pandemic to help drivers and walkers understand new pedestrian hybrid beacons.
- Hosted bi-monthly outreach meetings to coordinate efforts throughout the county with State Highway Administration and Highway Safety Office.

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



Figure 22 - Outreach team talking to residents in Aspen Hill about nearby pedestrian hybrid beacons.



Figure 23 - Pedestrian safety outreach at Motor Vehicle Administration.

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

FY23 Lead: Transportation, Vision Zero Coordinator

FY23 Contributor: Regional Services Centers, Public Information Office, Public Schools, Recreation

FY23 Completion: ●●●●○

FY23 Work Completed:

Identify local groups for engagement -

- Staff regularly use the HOA/COA finder tool to determine neighborhood contacts and is one of the resources now listed for staff to review when developing lists for outreach.
- Established partnership with local grocery stores to conduct outreach and meet people where they are.
- Continued working with Public Schools on Walking School Bus and Bike Rodeo Program.
- Worked with P-BEAT on statewide initiatives and help move forward the Zero Deaths Maryland state roadway safety plan.
- Established a new partnership with Motor Vehicle Administration to provide additional safety outreach at county MVA offices.

-
- Partnered with the Latino Health Initiative to bring the [La Abuelina campaign to Vision Zero/pedestrian safety](#).
 - Montgomery County continued membership with the Vision Zero Network and Road to Zero Coalition.

2023 Youth Ambassador Program - MCDOT had its largest cohort ever this year with [38 high school students graduating in this year's program](#). The 2023 Youth Ambassadors were tasked with completing five group projects based on Vision Zero and the Safe System Approach principles. Resources and project guidance were provided by MCDOT to execute projects that will ultimately improve the safety of county residents.

Creating an Adult Ambassador Program - While a model for an Adult Ambassador program was developed, the scope of the program exceeds current staff and funding capacity. Current and future focus is on continuing to fully execute existing Youth Ambassador program and other safety programming. This will be reviewed for future fiscal years.

Outreach to drivers at driving schools - Current outreach to new drivers and drivers renewing their licenses at the Motor Vehicle Administration.

AAA Patrol Camp and Rec summer camps - Partnered with Department of Recreation to host multiple outreach events in spring and summer 2022. View pictures on the [MCDOT Traffic Flickr](#) for example at Damascus Summer Camp.

Driver's License Renewal questions - A subgroup of the Pedestrian-Bicycle Emphasis Area Team (P-BEAT) finished their review of the Maryland Driver's Manual and made recommendations to the Motor Vehicle Administration to incorporate for future manual updates.



Figure 24 - Vision Zero Youth Ambassadors take part in ice breaker during their first session.



Figure 25 - Pedestrian safety outreach at Lunar New Year celebration in Rockville.

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

FY23 Lead: Transportation, Vision Zero Coordinator

FY23 Contributor: Police

FY23 Completion: ●●●●●

FY23 Work Completed:

During FY23, feedback was solicited through mailers and an online survey for road safety audits. Outreach was conducted in English and Spanish.

To solicit feedback for the [Safe Streets and Roads for All](#) grant covering multiple high injury network corridors in Germantown, in-person outreach was done at pop-up events at the Germantown Transit Center, [Seneca Valley High School](#), MLK Jr Middle School, and placed yard signs around the town center with a QR code to take the safety feedback survey.

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



Figure 26 - One of 20 yard signs placed in Germantown to solicit feedback for this year's Safe Streets and Roads for All grant proposal.

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

FY23 Lead: Vision Zero Coordinator, Police

FY23 Contributor: Transportation, Public Information, Health and Human Services, Alcohol Beverage Services, Highway Safety Office

FY23 Completion: ●●●●○

FY23 Work Completed:

Anti-Impaired Driving Strategic Plan –

Strategic Plan Release: A workgroup of County employees finalized a draft Anti-Impaired Driving Strategy started in FY22 and [released on the Vision Zero website](#) in spring 2023. Though the strategy was not formally adopted until May, the departments used the draft strategy during the 2023 state legislative session.

Enforcement: Montgomery County Police arrested 1,087 people for driving under the influence in FY23. MCPD also partnered with the Washington Regional Alcohol Program,

Maryland Highway Safety Office, and the County's Alcohol Beverage Service to promote safe alternatives to driving impaired.

Impaired Driving Legislation: The County continued advocating for closing the "Noah's Law" loophole during the 2023 State Legislative Session. The loophole lets defendants given probation before judgement for a DUI avoid an ignition interlock. This year, the legislation passed the Senate, but ran out of time to pass in the House. Other bills passing through the legislature this year were counting boating while intoxicated as a prior conviction for driving while intoxicated and prohibiting a law enforcement officer from initiating a stop or a search of a person, a motor vehicle, or a vessel based solely on certain factors related to the smell of cannabis.

Cannabis Legalization: MCPD's "Green labs" were featured in the Wall Street Journal highlighting how police and medical marijuana users can tackle drug-impaired driving. The County created a cannabis task force to monitor and advocate for the safe use of cannabis now that recreational cannabis use has passed and took effect July 1.

Anti-Impaired Driving Joint Operations - There were high visibility enforcement details with MCPD working with Maryland State Police on I-270, I-495 and other state highways with known impaired driving risks. This work was supported through grants and regular operations. MCPD continued its annual [Holiday Alcohol Task Force](#) to deter and remove impaired drivers off the road between Thanksgiving and New Year's Day. Overall DUI arrests are down since the COVID-19 pandemic and lower overall traffic volume, but resources are focused on areas with known high risk for impaired driving crashes.

Expanded driving under the influence of drugs (DUID) and advanced roadside impaired driving enforcement (ARIDE) training for MCPD officers. MCP had initially planned to provide ARIDE training immediately after completion of entry-level training. However, it was determined that the most appropriate time for this training would be after completion of Field Training Officer program, so MCPD is scheduling the training for the spring of 2024. The time slot originally planned for ARIDE is now being planned for traffic incident management (TIM) training.

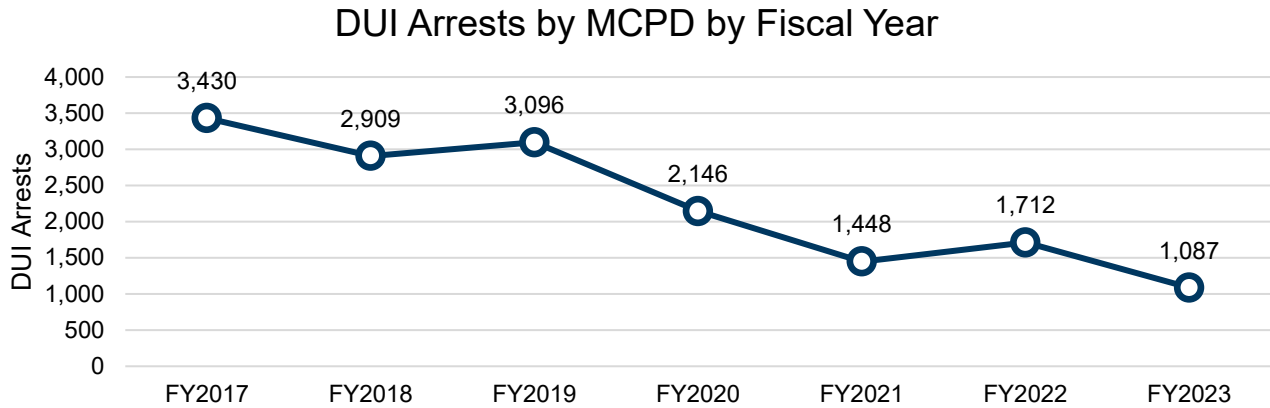


Figure 27 - Arrests by MCPD officers for driving under the influence of drugs and/or alcohol by fiscal year. Note FY20 and FY21 had lower traffic volumes due to the COVID-19 pandemic and FY22 had fewer traffic officer positions.

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

FY23 Lead: Police

FY23 Contributor: Transportation

FY23 Completion: ●●●●●

FY23 Work Completed:

Expansion of Authorized Automated Enforcement through State Law:

The County supported multiple bills during the 2023 state legislative session to expand the use of automated enforcement technology, but none passed. The bill introduced for expanding automated speed enforcement would have allowed for automated enforcement along higher speed roads up to 45 miles per hour.

Other potential automated enforcement is being examined around distracted driving, HOV lane enforcement, move over laws, over height truck enforcement, and blocking the box. Both distracted and HOV lane enforcement would require images taken inside the vehicle and would need to have privacy concerns addressed prior to any pilot or legislation.

Expansion of existing camera fleet:

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

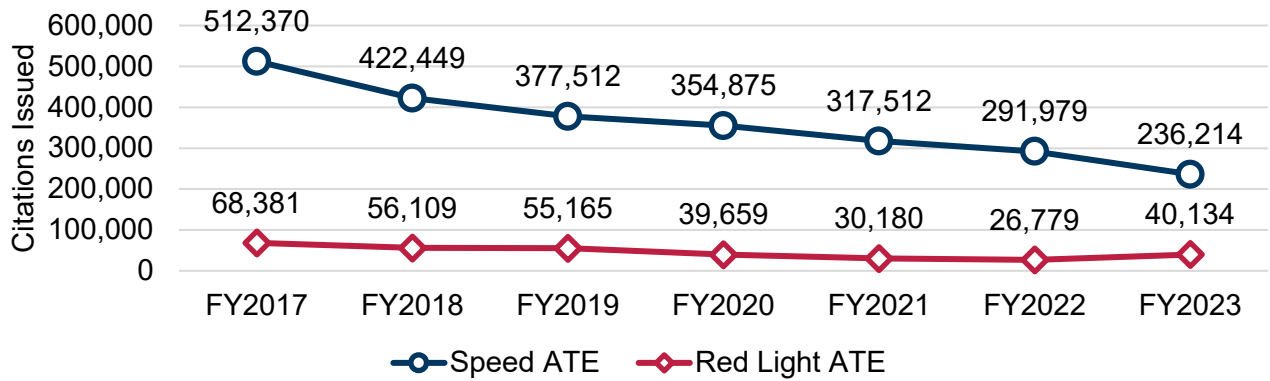


Figure 28 - Citations by fiscal year from speed and red-light automated enforcement programs. The increase in red-light citations was largely due to the new technology that prevents intersections from being down due to systems failures. Also, with the clarity of the 4K cameras Police Aides are able identify more violators. Speed camera violations continue to decline as drivers become compliant with the speed limit at known enforcement locations. Citations shown here include paid, unpaid, and partially paid citations.

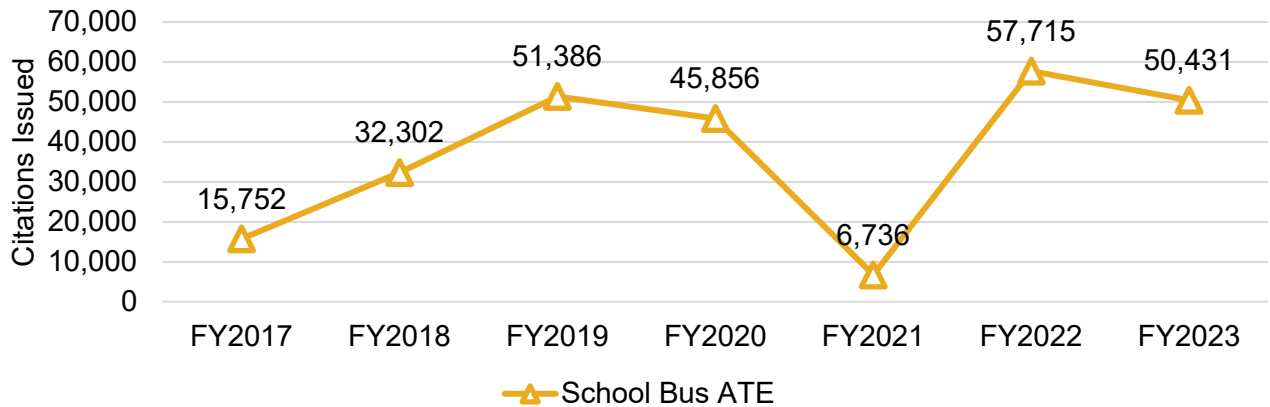


Figure 29- Citations by fiscal year for drivers passing stopped school buses with automated enforcement. Citations increased between FY16 and FY19 as more school buses became equipped with cameras. FY20 and FY21 include periods where schools were closed due to the COVID-19 pandemic. Citations shown here include paid, unpaid, and partially paid citations.

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

FY23 Lead: Police

FY23 Contributor: Transportation

FY23 Completion: ●●●●●

FY23 Work Completed:

Central Traffic Unit - At the start of FY22 and continuing for FY23, 26 officers previously assigned to a district patrol team were assigned to the Central Traffic Unit. Each district has retained a traffic complaint officer to address local issues.

High visibility enforcement for dangerous road user behavior - In FY23, MCPD Central Traffic Unit completed 9,251 hours of high visibility enforcement covering speeding/aggressive driving, impaired driving, and distracted driving. 65% of all stops made by a Montgomery County Police officer had at least one warning or citation related to speeding, impairment, distracted driving from a mobile device, lack of seatbelt/child seat, pedestrian safety, or violating traffic signs, signals, and markings:

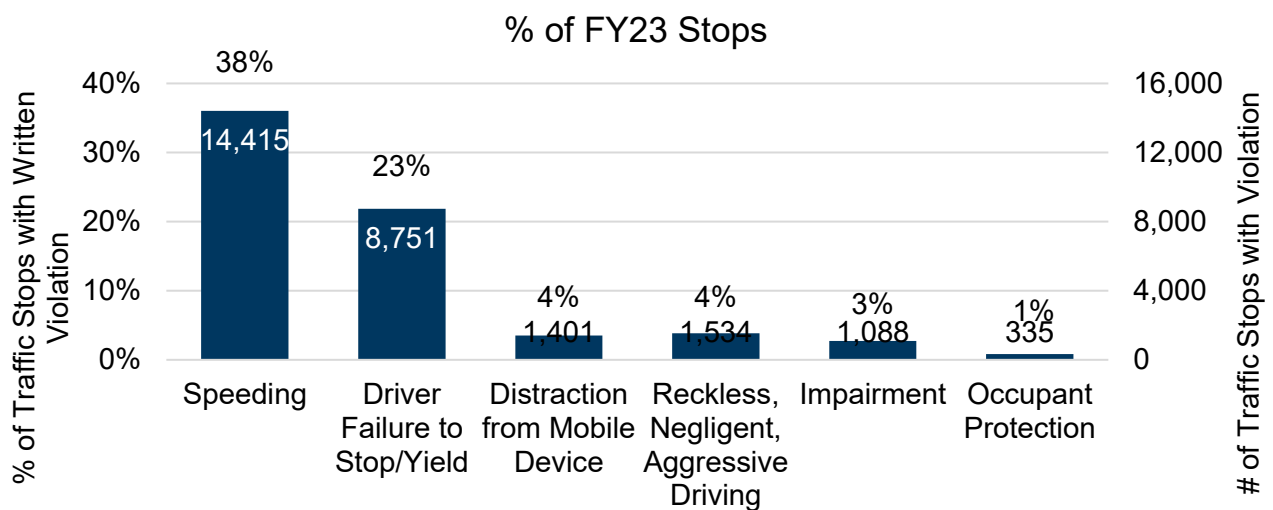


Figure 30 - Percentage of traffic stops by MCPD officers resulting from violations of dangerous behaviors. A stop can result in multiple traffic violations.



Figure 31 - Police officer walks in the crosswalk as part of enforcement of pedestrian rights inside of crosswalk.

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

FY23 Lead: Transportation, Public Schools

FY23 Contributor: N/A

FY23 Completion: ●●●●●

FY23 Work Completed:

Explore Opportunities for Expanding Staff or Contractor Support - MCDOT utilizes staff and contractors to perform in-person, in-language outreach across the county. At all community outreach events, staff are available to dialog in English and Spanish.

Develop Additional Virtual Outreach and Train-the-trainer programs - MCDOT created a bike rodeo toolkit for schools and communities to learn how to conduct on-bike safety education. Also, MCDOT created a Walking School Bus for schools and communities to create walking school buses. Both toolkits are available on the [Safe Routes to School Website](#).



Figure 32 - One of 30 Walking Wednesday events hosted at County schools. Walking Wednesday engaged 20,000+ students in FY23.

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

FY23 Lead: Transportation, Public Schools

FY23 Contributor: N/A

FY23 Completion: ●●●○○

FY23 Work Completed:

Implement on-bike education pilot program in county schools - For FY24, this item has been rescoped to start with two pilot schools, so will not be rolled over to the next plan. The County is developing proposals for expanding on-bike education and potential partnership with MCPS. In the interim, MCDOT has a partnership with the Department of Recreation for after-school on-bike programming. In FY23, MCDOT developed a toolkit for conducting on bike education in MCPS schools that will be the model for future classes.

Multilingual outreach for adult training programs - Commuter Services conducts outreach and provides outreach materials in Spanish and English. Additional outreach, including multilingual outreach, will continue to be provided, including offering multilingual bicycle Learn-to-Ride courses in the spring and summer. In addition, Learn to Ride classes will also be offered in FY23 for children for the first time through these programs. Spanish speaking Learn to Ride classes were offered in Spring 2023.

Student bike rodeos - 21 bike rodeos with students learning safe biking skills.



Figure 33 - Students travel around bike rodeo course.



Figure 34 - Students check tires for air at bike rodeo.

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

FY23 Lead: General Services, Finance, Police, Fire/Rescue

FY23 Contributor: N/A

FY23 Completion: ●○○○○○

FY23 Work Completed:

Implement a collision review committee for smaller county departments – The County will utilize existing meetings with fleet managers to provide updates and lessons learned from crashes.

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

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.

FY23 Lead: Police, Transportation, Fire/Rescue

FY23 Contributor: Vision Zero Coordinator

FY23 Completion: ●●●●●

FY23 Work Completed:

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

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

FY23 Lead: Fire/Rescue

FY23 Contributor: Police

FY23 Completion: ●●●●●

FY23 Work Completed:

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

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.

FY23 Lead: Fire/Rescue, Police

FY23 Contributor: Vision Zero Coordinator

FY23 Completion: ●○○○○

FY23 Work Completed:

Develop pilot for temporary traffic control devices and tow trucks - Potential resources were not identified that could fund a pilot project in FY23 or for the next two years.

Updates to MCFRS and MCPD traffic incident management policies - MCFRS and MCPD are developing an updated online training to be used for Police and Fire training.

MCPD is advancing regional traffic incident management with SHA CHART as part of CHART's liaison working group.

[“Blood on Board” for air medical response](#) - Maryland State Police (MSP), Maryland Institute for Emergency Medical Services Systems (MIEMSS) and University of Maryland Medical Center (UMMC) announced a new public-private collaboration in August 2023 for lifesaving trauma response for Marylanders. Whole blood is used for emergency transfusions when minutes are critical, and is now available on board MSP’s fleet of “Trooper” helicopters used in prehospital air medical response for critically injured patients.



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