



VISION ZERO

ZERO TRAFFIC DEATHS IN MoCo

**OUR PLAN TO ELIMINATE FATALITIES AND
SERIOUS INJURIES ON OUR ROADS**

NORTHWOOD FOUR CORNERS CIVIC ASSOCIATION • 10/13/2021



VISION ZERO AND SAFE SYSTEMS



WHAT IS VISION ZERO?

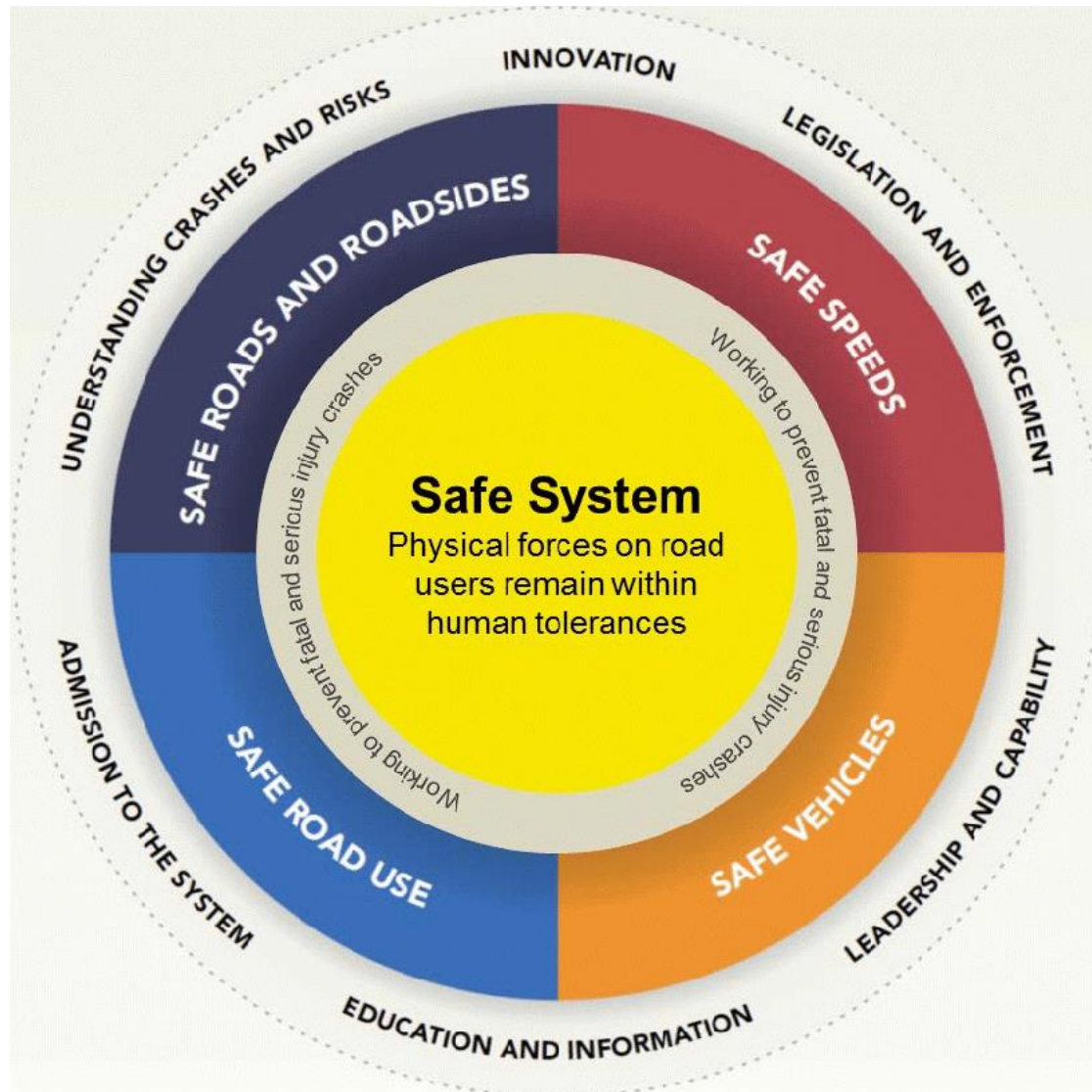


Image source: Model National Guidelines for Setting Speed Limits at High-risk Locations - Scientific Figure on ResearchGate. Available from: https://www.researchgate.net/figure/Components-of-the-Safe-System-approach_fig1_294873896 [accessed 13 Oct, 2021]

Principles of the Safe System Approach



Image source: World Resources Institute. *Sustainable and Safe: A Vision and Guidance for Zero Road Deaths*. <https://www.wri.org/research/sustainable-and-safe-vision-and-guidance-zero-road-deaths>

SPEED AND SAFETY



If hit by a person driving at:



Person Survives the Collision



Results in a Fatality

20 MPH



90%

10%



30 MPH



60%

40%



40 MPH



20%

80%



Vehicle Speed comparison to chance of Pedestrian Injury and Fatality

Data source: US Department of Transportation, Literature Reviewed on Vehicle Travel Speeds and Pedestrian Injuries. March 2000.

Image credit: San Francisco MTA Vision Zero Action Plan, February 2015: <https://view.joomag.com/vision-zero-san-francisco/0685197001423594455?short>

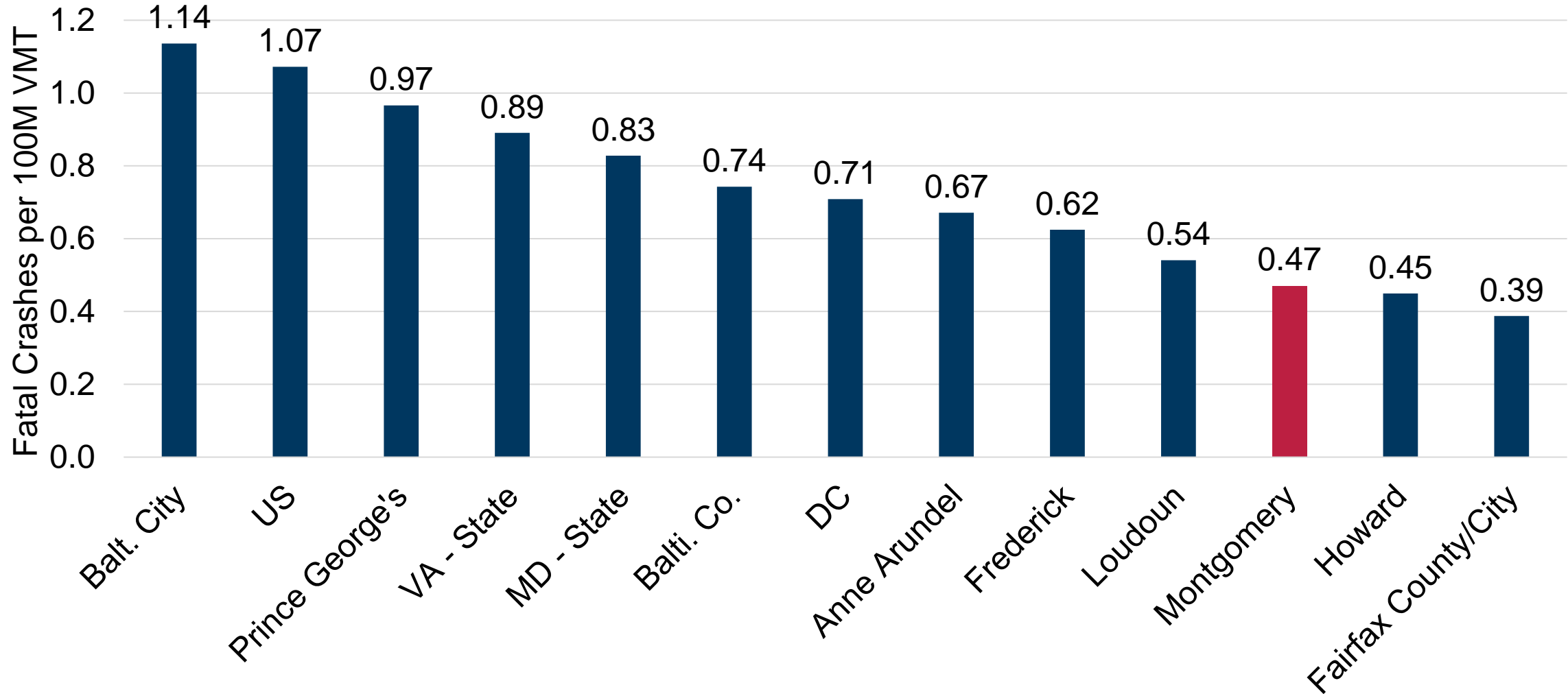


CURRENT STATE OF ROADWAY SAFETY



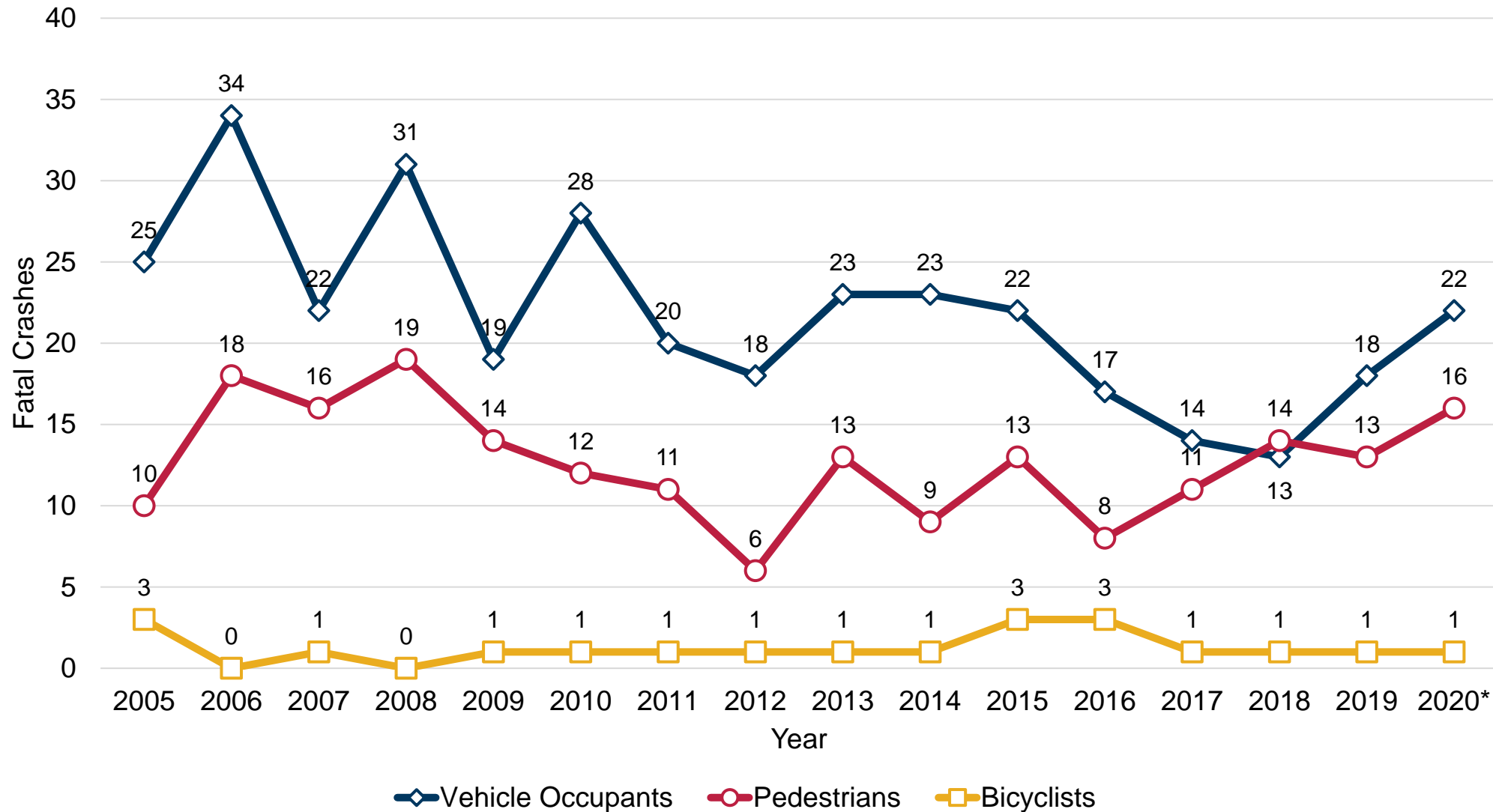
COMPARING FATAL CRASH RATES

2015-2019 Fatal Crash Rate per 100 Million Vehicle Miles Traveled (VMT)



To allow for comparisons across jurisdictions, the Montgomery County statistics above include all roads in the county (local roads and highways, interstates, and federal roads).

FATAL CRASHES BY YEAR



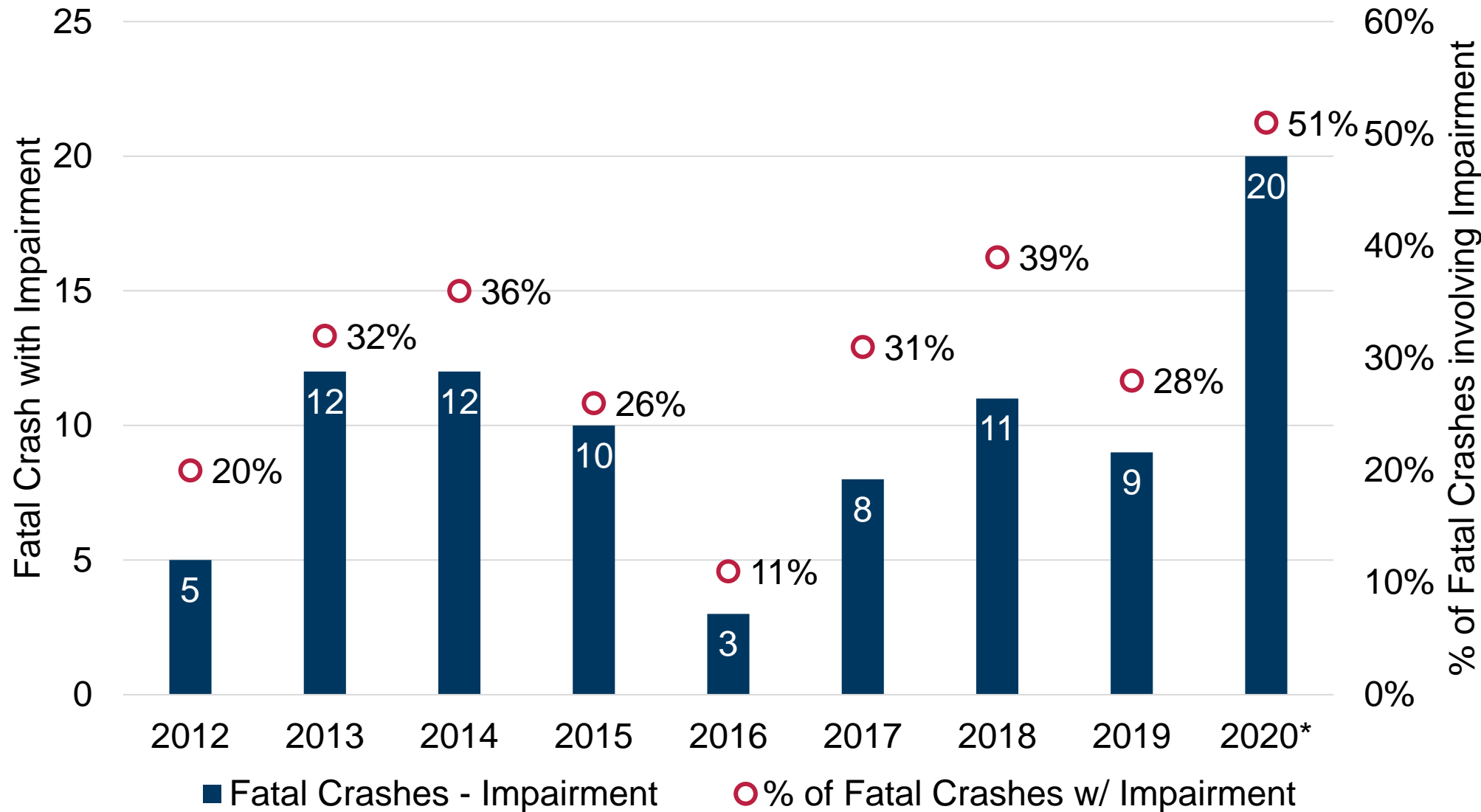
In 2020, there were **39 fatal crashes with 41 fatalities**. This is the highest total since 41 fatal crashes in 2010.

Vehicle occupant (drivers, passengers, and motorcyclists) fatalities reached a low in 2018 with 13 fatal crashes, but in 2020 returned closer to the 2010-2015 average.

Pedestrian fatalities have been on the rise since 2016. Nationwide, pedestrian fatalities increased by 51% from 2009 to 2019.

Source: MCPD Collision Reconstruction Unit.
Excludes fatal crashes along interstates (I-270, I-495) and ICC (MD-200).

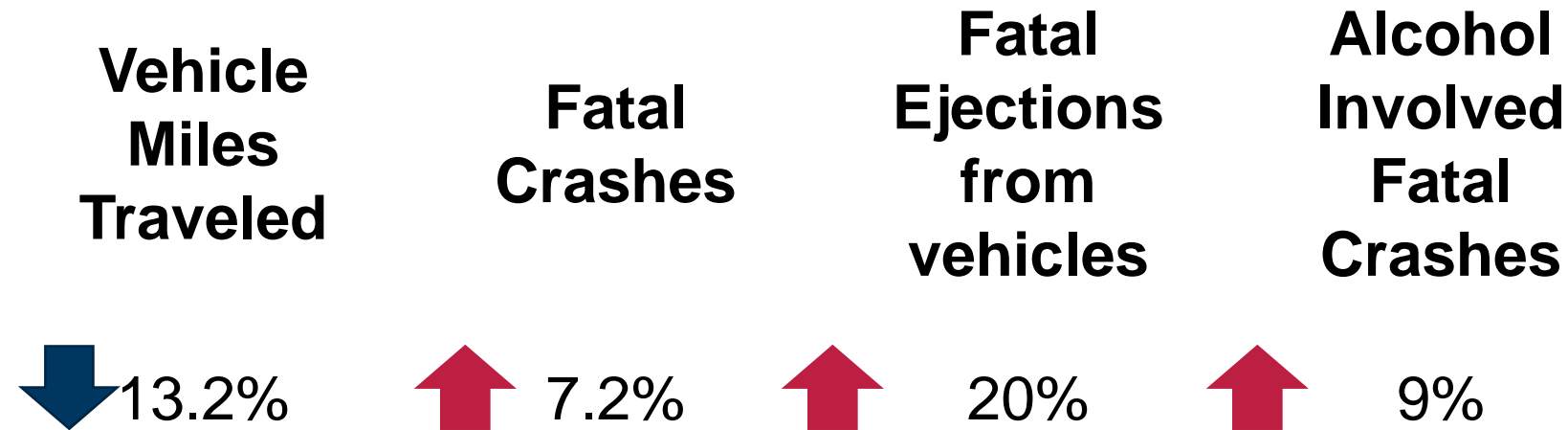
IMPAIRMENT-RELATED FATAL CRASHES



51% of fatal crashes in 2020 involved at least one party in the crash being impaired (BAC ≥ 0.08). This was well above the 2016-2019 average of 30%. Of concern were BACs exceeding 0.20, which is a level of intoxication where [balance and muscle control is significantly deteriorated and blackouts can occur](#).

Source: MCPD Collision Reconstruction Unit.
 *2020 data are preliminary and subject to change.

In the U.S., comparing 2019 to 2020...

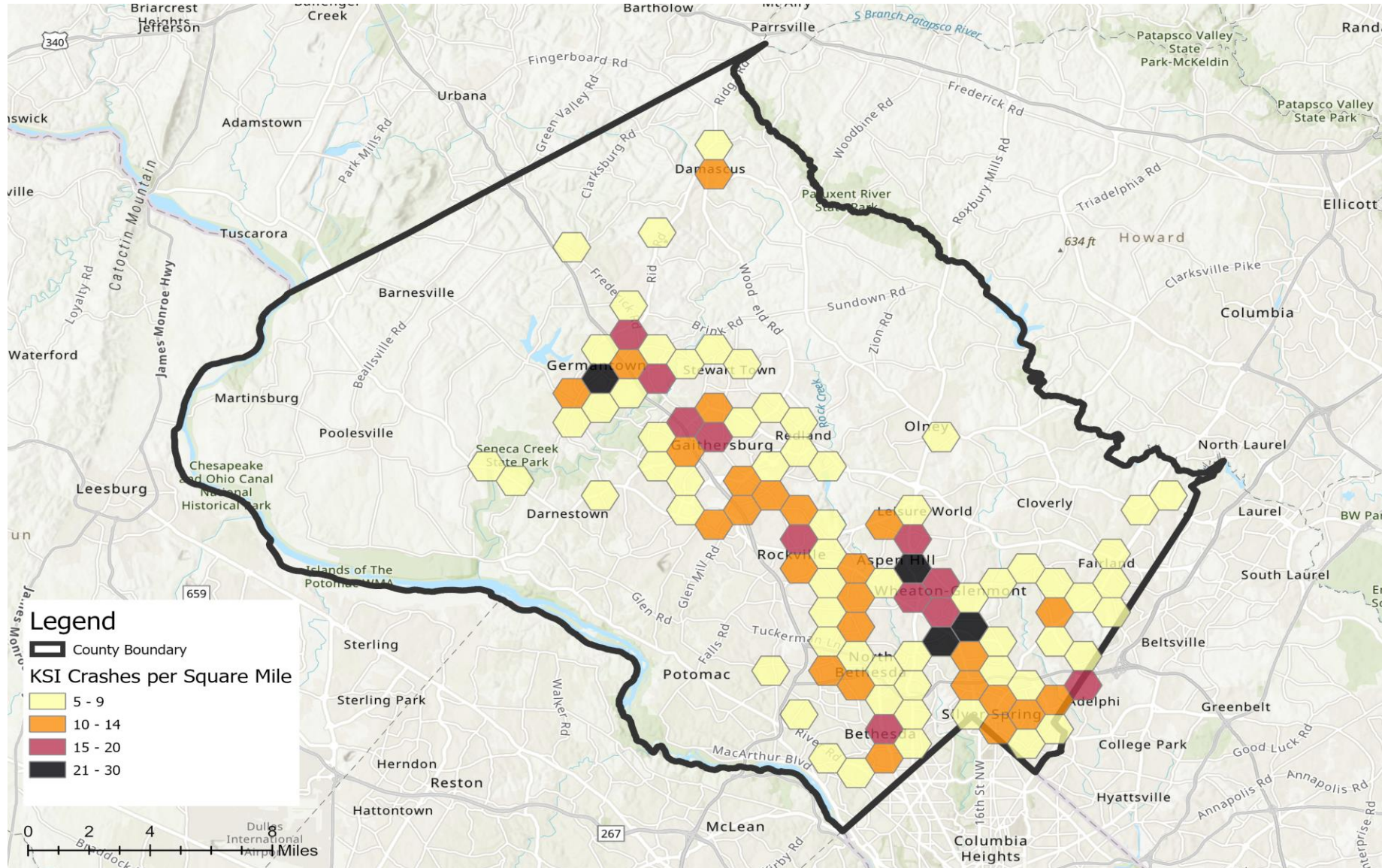


“Preliminary data tells us that during the national health emergency, fewer Americans drove but those who did took more risks and had more fatal crashes.

- One recent report showed a median 22% increase in speeds in select metropolitan areas.
- Sixty-five percent of drivers in trauma centers after a serious crash tested positive for drugs or alcohol.
- In April [2020], double the average number of people were thrown from vehicles during crashes, indicating no seat belts.”

[-NHTSA Open Letter to the Driving Public](#)

SERIOUS AND FATAL CRASH DENSITY



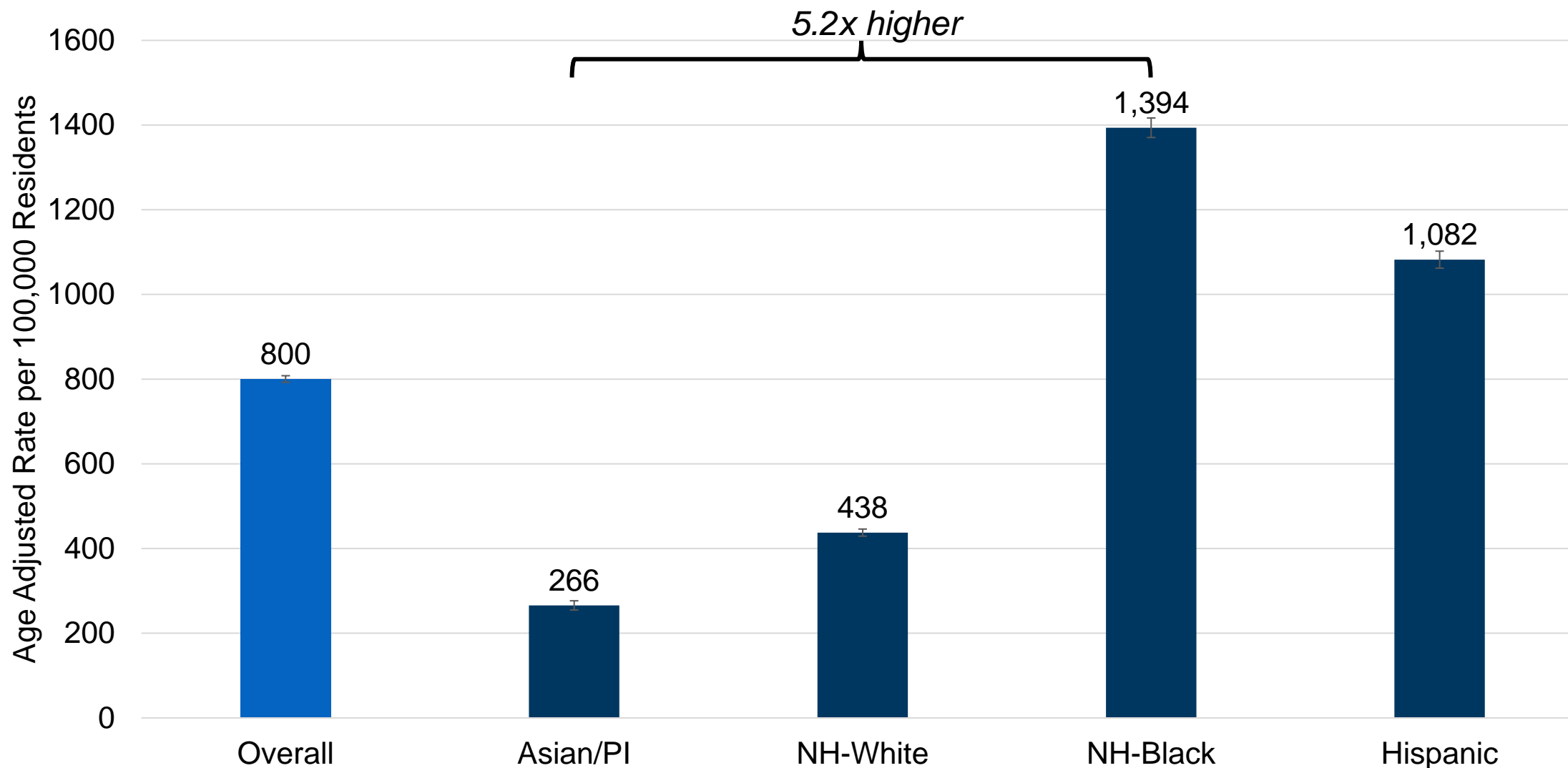
The map shows areas with more than 5 serious and fatal crashes within a mile.

Overall, the areas with highest serious and fatal crash density were Wheaton, Aspen Hill, Germantown, Glenmont, and Gaithersburg.

2015-2019 Serious and Fatal Crash Density

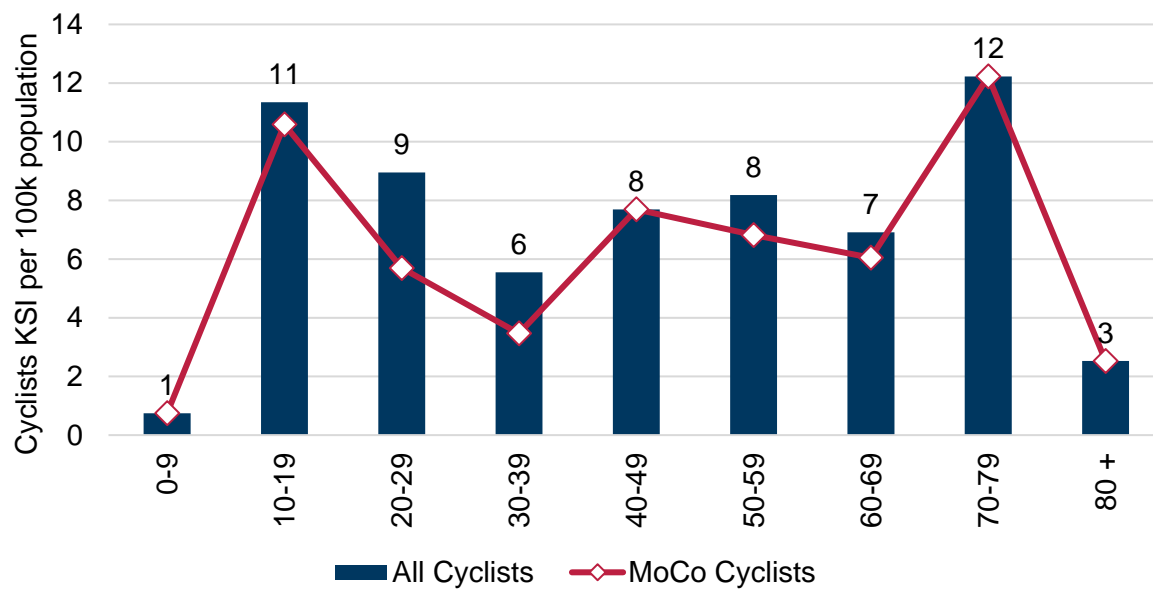
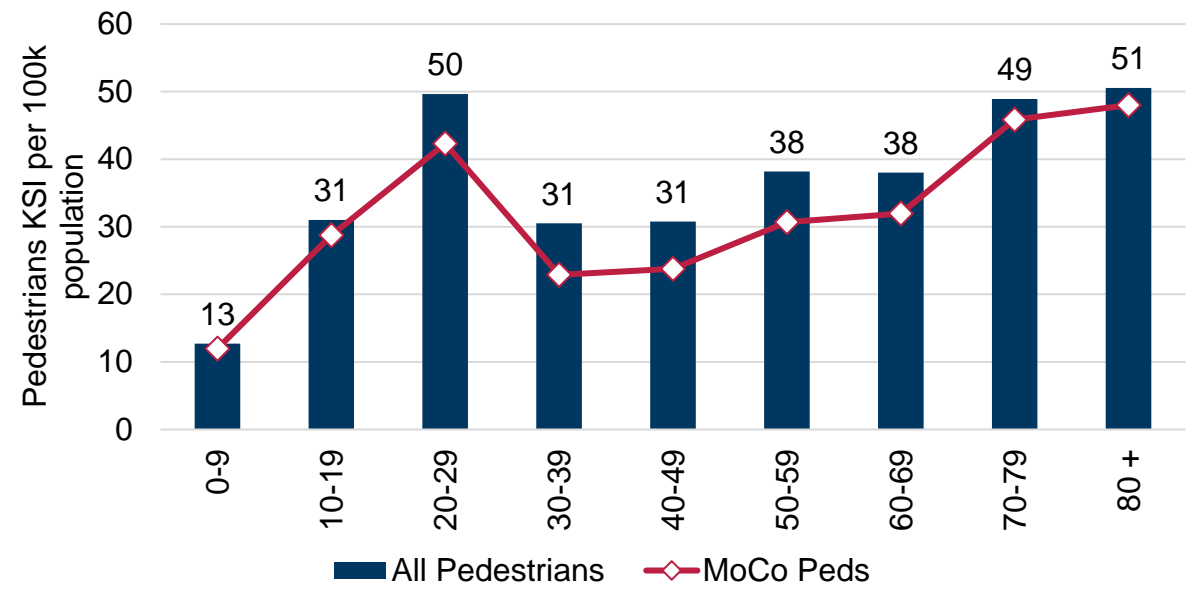
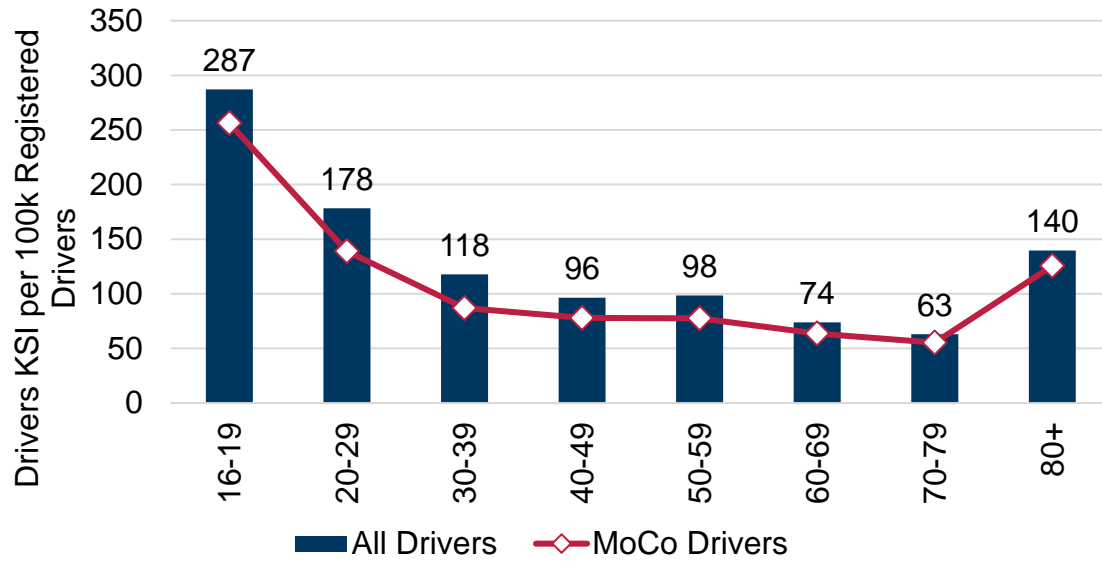
Esri, NASA, NGA, USGS, City of Gaithersburg, Maryland, MNCPPC, VITA, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

Emergency Room Visits for Motor Vehicle Crashes by Ethnicity/Race 2015-2019



Data notes: ER Visit and death records are for Montgomery County residents, but the crash may have occurred in a different jurisdiction.
NH = "Non-Hispanic"

VICTIM AGE AND VISION ZERO



Car Crashes Cost Montgomery County Billions of Dollars Each Year

Economic Loss

\$476

Million

Total Loss

\$3

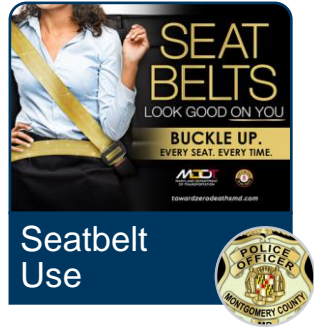
Billion



CURRENT PROJECTS & CAMPAIGNS



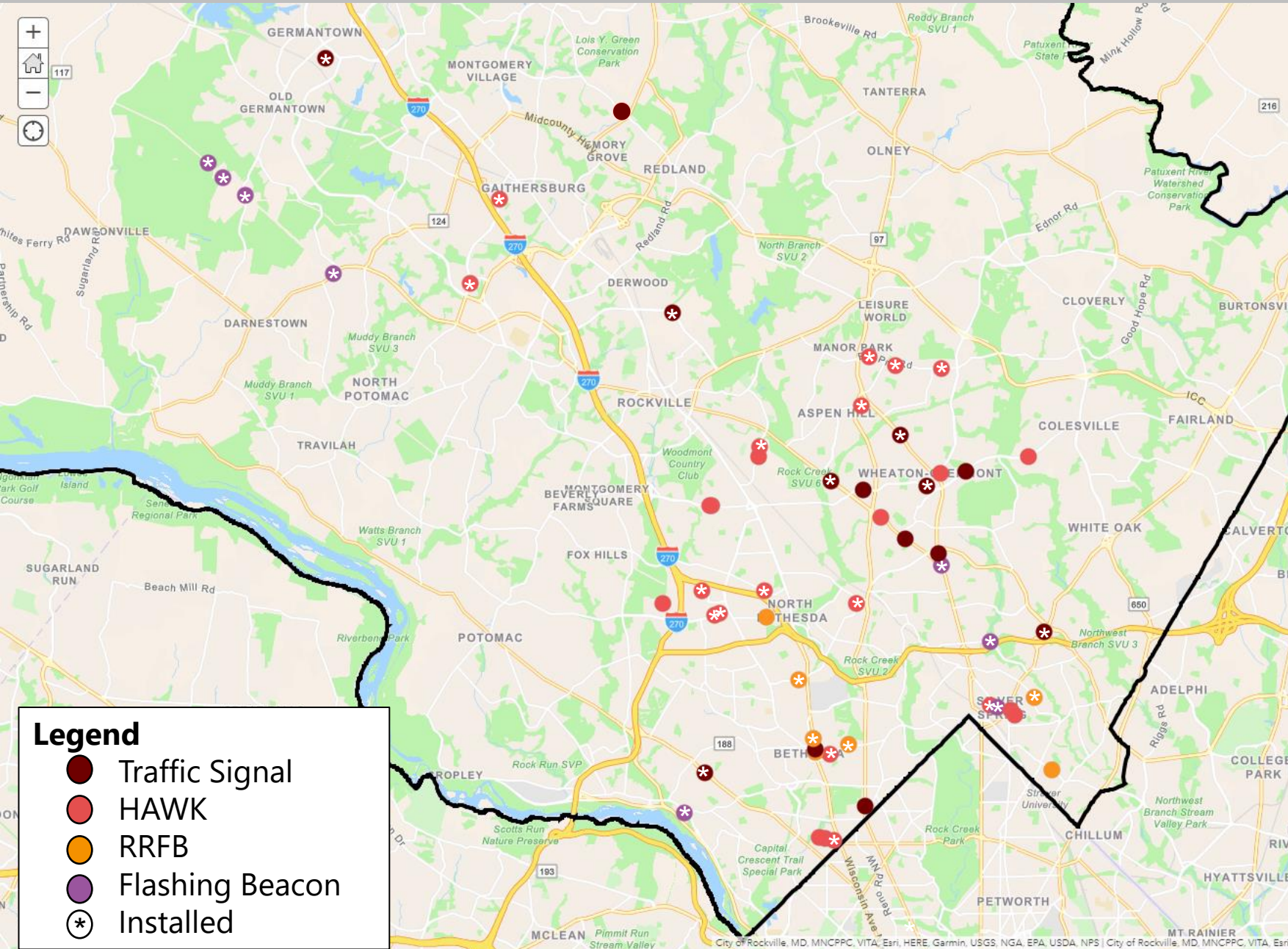
HIGH VISIBILITY ENFORCEMENT



MCPD utilizes the Maryland Highway Safety Office's high visibility enforcement (HVE) calendar to perform regular stepped up enforcement all year round. MCPD utilizes analyses from MHSO, Traffic Division data analyst, and CountyStat to identify hotspots for crashes.

Enforcement is typically tied with education to inform residents of the dangerous behaviors, ways to curb the behaviors, and explain why we perform high visibility enforcement.

NEW SIGNALS AND BEACONS



Recently installed:

Pedestrian Beacons:

- 3 along Bel Pre Road
- Twinbrook Parkway and Rec Center
- Spring Street and First Avenue
- 6705 Rockledge Drive
- Muddy Branch Road and Muddy Branch Square Shopping Center

Traffic Signals:

- River Rd & Braeburn Pkwy (SHA)

Scheduled to be installed are:

Traffic Signals:

- Georgia Ave & Price Ave
- Veirs Mill Rd & Norris Dr (SHA)
- Snouffer School Road and Sweet Autumn Drive

Pedestrian Beacons:

- Fenton St (2 PHBs in DTSS)
- Layhill Road and Greenery Lane (SHA project)
- Veirs Mill Road and Andrew Street

CORRIDOR SAFETY PROJECTS

Bikeways under construction or starting by fall:

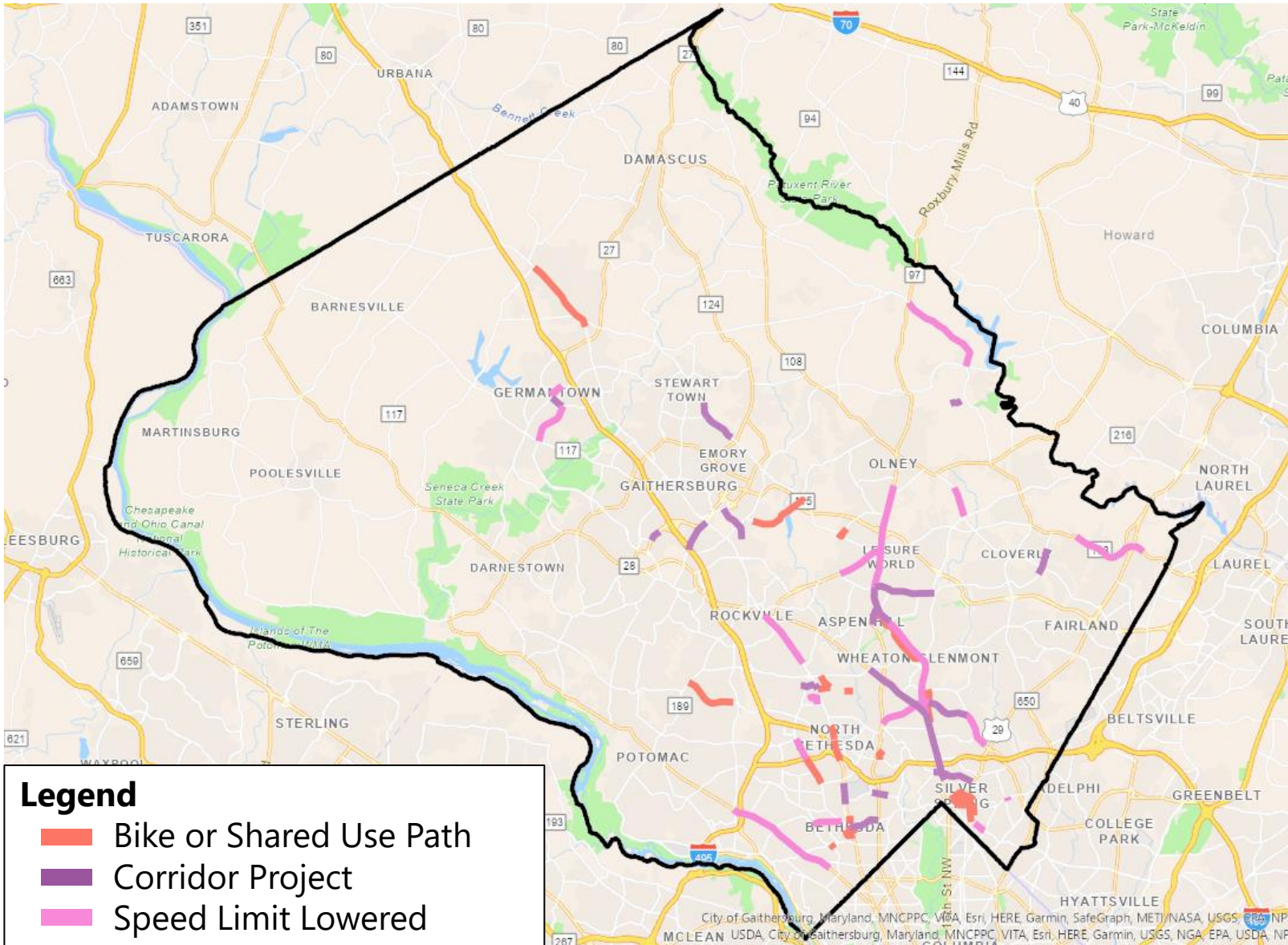
- Capital Crescent Surface Trail
- Woodmont Ave Separated Bike Lanes
- Frederick Rd Shared Use Path
- Marinelli Rd Separated Bike Lanes
- Montgomery Ave/Ln Separated Bike Lanes
- Cameron St to Planning Pl Bike Lanes
- Kensington Pkwy Shoulder Improvements
- Grove St Neighborhood Greenway
- Emory Lane Shared Use Path

High Injury Network (HIN) Corridor Projects:

- Middlebrook Rd (implemented road diet)
- White Flint West Workaround (under construction)
- Crabbs Branch Way (under design)
- Bel Pre Rd (pedestrian beacon upgrades)
- Shady Grove Rd (signal timing)
- Randolph Rd (under design)

Speed Management:

- 26 miles of roads with lowered speed limits
- 5 pilot “20 is Plenty” roads



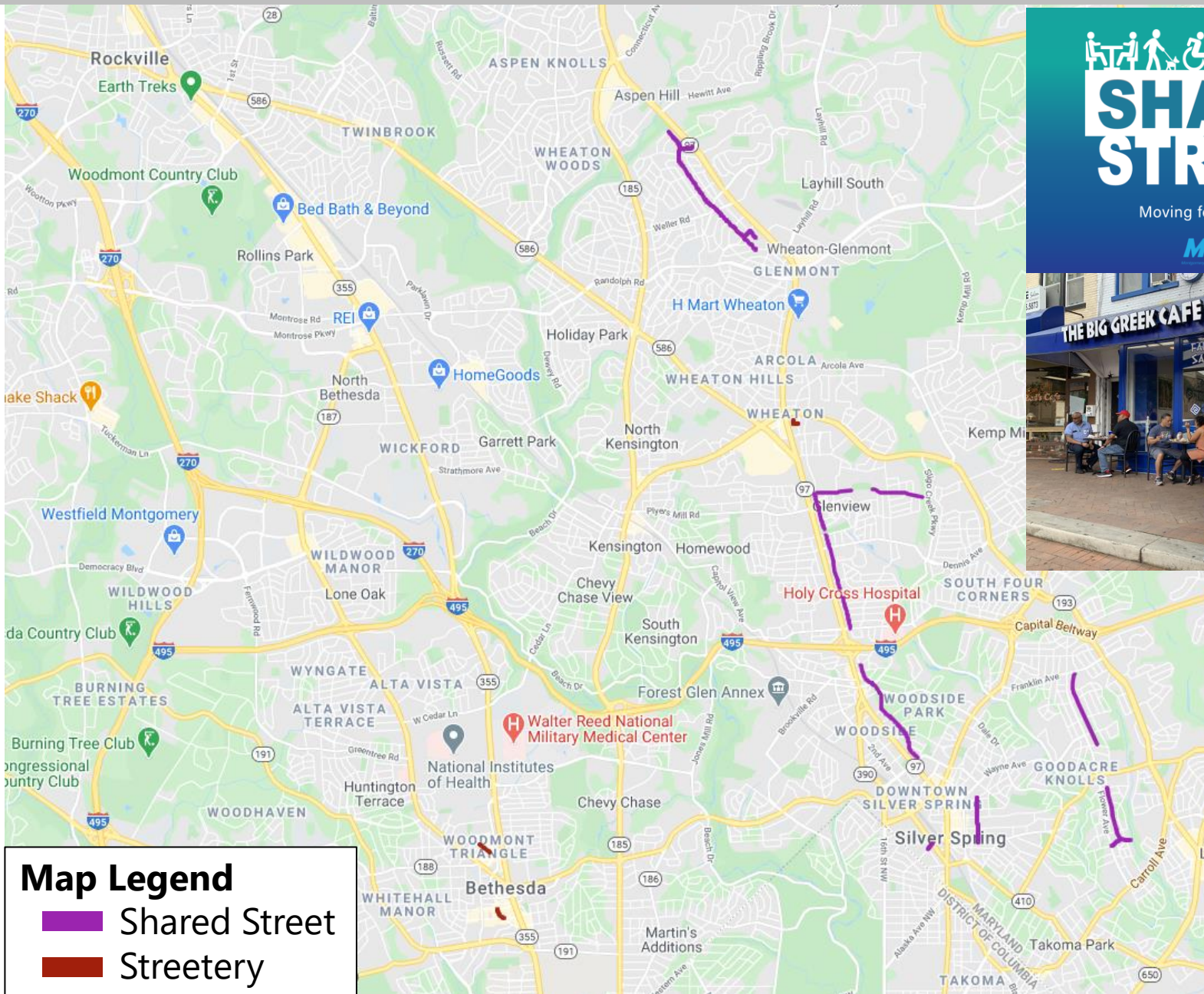
WHEATON CBD IMPROVEMENTS



MCDOT and SHA have partnered to make numerous improvements for safety in the Wheaton Triangle:

- 1 - Lower speed limit on Veirs Mill Rd
- 2 - Crosswalk upgrade
- 3 - Crosswalk upgrade
- 4 - Intersection improvement at new HQ
- 5 - New sidewalk and ped beacon
- 6 - Lower speed limit on Georgia Ave
- 7 - Narrowed travel lanes on Georgia Ave
- 8 - Off-peak parking on Georgia Ave
- 9 - Crosswalk upgrade with planned signal timing upgrade for pedestrians
- 10 - Non-traversable median
- 11 - New full traffic signal
- 12 - Crosswalk upgrades
- 13 - Lower speed limit on University Blvd

SHARED STREETS PROGRAM



Map Legend

- Shared Street
- Streetery

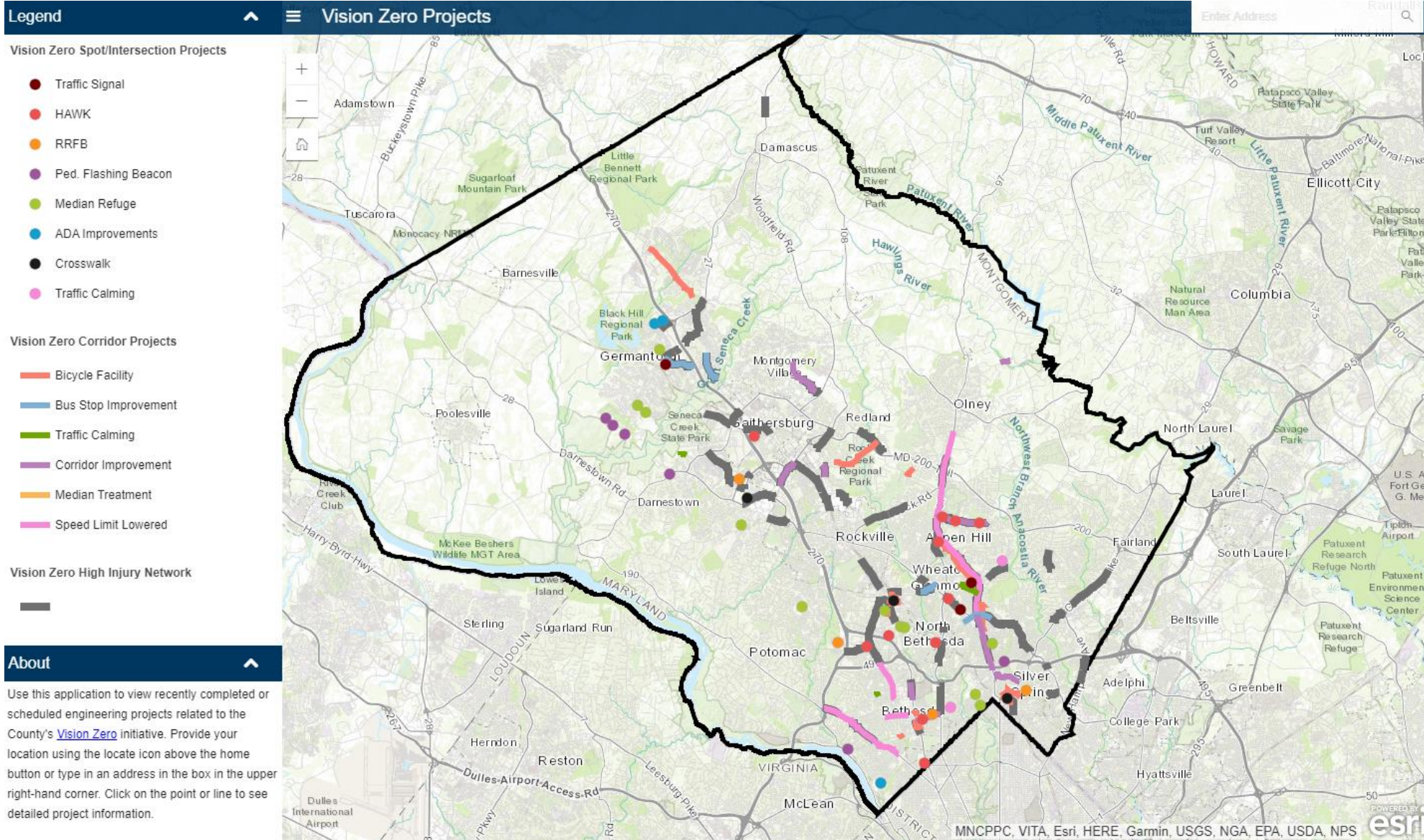


MCDOT, Montgomery Parks, and the State Highway Administration will continue supporting and expanding the Shared Streets program and determine how this model will continue after the public health emergency ends.

In addition, SHA implemented a pilot project for temporary bike lanes on University Boulevard W from Amherst Avenue to Arcola Avenue.

The current Shared Streets will run through the end of November.

VISION ZERO PROJECT MAP



MCDOT and CountyStat developed an interactive project map to highlight Vision Zero related projects happening across the county.

Since the initial launch of the map, SHA projects have been included such as speed limit reductions on major highways and signal projects.

The map can be found on the [Vision Zero homepage](#).

STUDY FOR PEDESTRIAN NAVIGATION FOR VISUALLY IMPAIRED RESIDENTS IN URBAN CENTERS



The County Department of Transportation applied for and received a grant from the Metropolitan Washington Council of Governments to examine traveling in our urban areas and transit accessibility for people with low or no vision. The study examines existing conditions, stakeholder feedback, and leading practices to make recommendations on improving the pedestrian environment. A draft of the recommendations was released this past summer.

DESIGNATED MICROMOBILITY PARKING



As a pilot, Montgomery County DOT has installed to bike and micromobility corrals along Fenton Street in Downtown Silver Spring. MCDOT has communicated the locations to scooter vendors as a place where freshly charged scooters can be dropped off and keep out of the sidewalk.

In the coming year, MCDOT will review this pilot and determine where other on-street corrals may be appropriate for other urban areas.

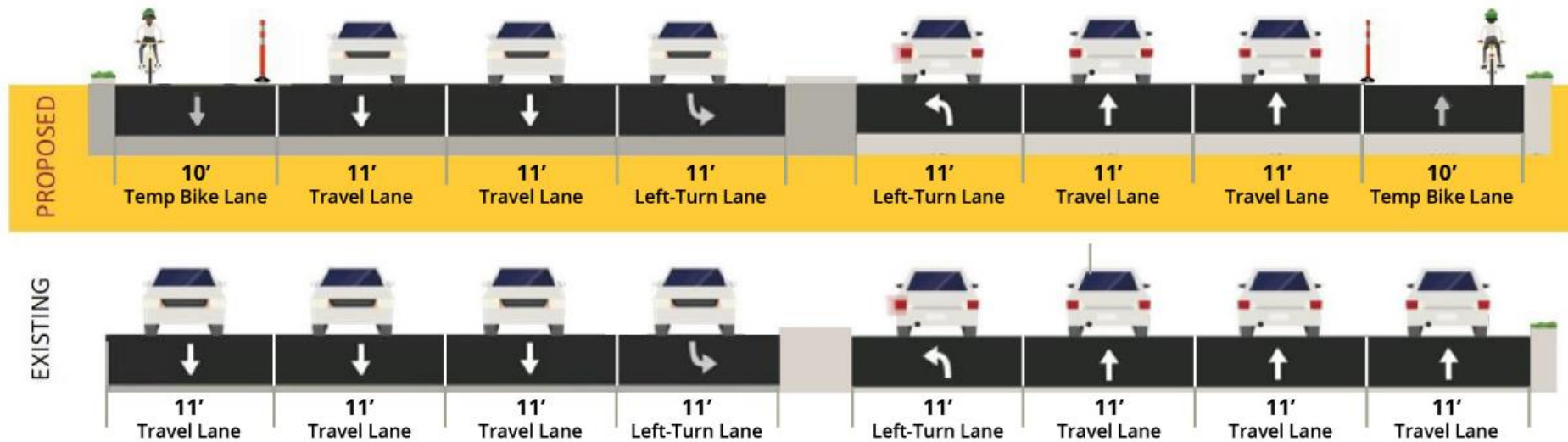


**VISION ZERO AROUND
YOUR NEIGHBORHOOD**



UNIVERSITY BLVD. W SHARED STREET PILOT

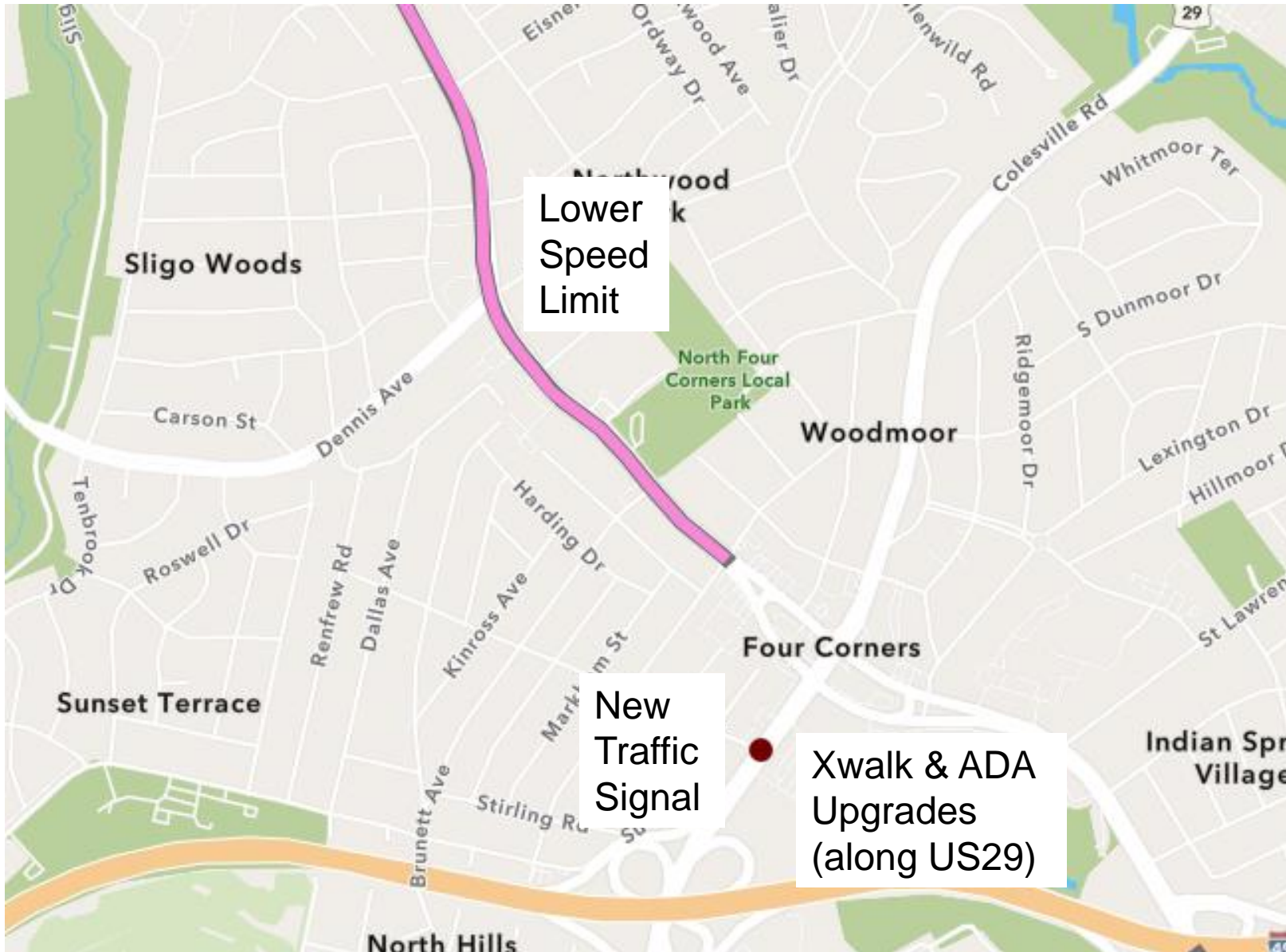
Typical Sections



The State Highway Administration is currently piloting a multimodal shared streets pilot along University Blvd W from Amherst Ave to Arcola Ave. During the pilot, the curbside lanes have been reassigned exclusively for pedestrians and cyclist use. After the pilot, the lanes will return to the original configuration as the pilot results are evaluated.

SHA will be posting and mailing handouts soon with information to the public on the next steps for the pilot.

PROJECTS IN AND NEAR FOUR CORNERS



To improve safety in and around the intersection of Colesville Road (US29) and University Blvd W (MD193), the following have been recently done:

- Lowered speed limit along University Blvd W
- New traffic signal on US29 & Lanark Way for improved FLASH bus stop access
- Updated crosswalks to continental (bar) striping
- Repairing sidewalk ramps, traffic barriers, and signs during US29 repaving.

On US29, the next phase of bus rapid transit will continue looking for improving ped/bike access.

On MD193, the Planning Department will start a wholistic examination of the future of the corridor starting in spring 2022.

RESIDENTIAL TRAFFIC CALMING REQUESTS

Speed Control Measure	Arterial	Residential
Police Enforcement by Officers	Yes, enhanced	Yes, routine
Police Automated Enforcement	Yes, where allowed by law	Yes, where allowed by law
SMART trailer (flashing speed display)	Yes, 2 lane roadways only	Yes
Traffic Circles	Yes, if designed to accommodate full movements by trucks and buses	Yes, retrofit design
Speed Humps	No	Yes, generally
Curb Extensions	Yes	Yes
Median or Pedestrian Refuge Island	Yes	Yes
Edge lines to narrow wide roadway to create parking lane or shoulder	Yes	Yes

The process for residential traffic calming starts with a request from the community to the [Department of Transportation using 3-1-1](#).

After the request is received, a traffic engineer will be in touch about next steps. First, the traffic engineer will collect data to determine which countermeasures can be implemented to reduce car travel speeds.

Immediate parking violations can be reported to County Police using the non-emergency phone number 301-279-8000. On-going speeding or law violations can be reported to the [District command](#).

WHO TO CALL/CONTACT?

On the Vision Zero website, you can find links to common service requests and how to make requests to town, county, and state government. To call, County requests can be made to 3-1-1 (240-777-0311), State Highway requests to the District 3 office at 1-800-749-0737.

Immediate parking violations can be reported to County Police using the non-emergency phone number 301-279-8000. On-going speeding or law violations can be reported to the [District command](#).

Numbered routes (355, 97, 586, 188, etc.) are State roads.

Links to Vision Zero Related Service Requests

Below are common service requests related to right-of-way repairs. If you don't see what you need, please call 3-1-1 or go to mc311.com to see all available services. Not sure who to contact? Use the Know Your Roads App.

Roadway and Sidewalk Repairs

- Sidewalk repair
- Request new sidewalk
- Road repair on County-maintained street (for roadway repairs larger than a pothole)
- Pothole repair on County-maintained street
- Curb and Gutter Repair on County-maintained street
- Request to Re-paint Road Striping or Lane Markings
- Overgrown Bushes, Shrubbery Encroaching Onto a Sidewalk or Roadway From Private Property
- Request a traffic study

Automated Traffic Enforcement

- Pay for red light, safe speed, or school bus traffic citation
- Suggest Placement for a Speed Camera

Repairs for State-maintained Roadways

- State Highway Administration Service Requests Online

Repairs for Municipal Roadways

- Contact the relevant municipality

Bicycles

- Bicycle Registration
- Bikepath Overgrown
- Georgetown Branch Trail
- Free Capital Bikeshare Membership Eligibility
- Location and Adding a Bikeshare Station
- Request Bicycle Rack

Sign, Signal, or Streetlight Repairs

- Report Streetlight Outage or Malfunctioning
- Traffic Signal Timing and Other Issues
- Crosswalk Signal Repair
- Replace Damaged or Missing Street Sign
- Tree Blocking Traffic Signal, Sign or Light

THANK YOU



Group photo of County employees involved in designing and building the 2nd/Spring protected intersection.