

PEDESTRIAN, BICYCLE, AND TRAFFIC SAFETY ADVISORY COMMITTEE
November 29, 2018 – 7:00 to 9:30 p.m.
EOB

1. **Welcome, Introductions** - Kristy Daphnis (10 min, 7:00-7:10)
2. **Capital Trails Coalition** [~~Representative Invited – to be confirmed – 15min presentation/15 min Q&A~~] – The Capital Trails Coalition is a collaboration of public and private organizations, agencies, and citizen volunteers. They will give an update on their efforts to advance completion of an interconnected network of multi-use trails for metropolitan Washington, DC. Unable to confirm. Will schedule for upcoming meeting.
3. **Update on County Executive Transition Activities** {Kristy Daphnis - 15 min, 7:10-7:25} - Kristy will provide a quick overview of discussions surrounding pedestrian safety in recent County Executive Transition Planning sessions.
4. **VZ milestones** [Wade Holland/MCDOT/SHA - 20 min, 7:25-7:45]: Wade will provide updated status on VZ milestones, VZ Coordinator, VZ Steering Committee Meeting, State/County collaboration projects, equity task force, interactive map, engineering items. Which items are "low hanging fruit"? How can PBTSAC help drive progress?
5. **Discussion of PBTSAC Priorities** [Heidi Coleman & Kristy Daphnis, 30 min, 7:45-8:15] - Discussion of a draft priorities list for the PBTSAC; high-level list will be circulated prior to meeting.
6. **Update PBTSAC Tracker & Vote to close outdated open recommendations** [Kristy Daphnis - 30 min, 8:15-8:45]: Last year, the PBTSAC maintained a motions and actions tracker. We will revisit this, to update status and align with VZ milestones and priority action items. Are there items that should be added to VZ milestone tracker? Which open motions can we take off the books?
7. **Upcoming State Legislation** [Tomas Bridle/Kristy Daphnis - 15 min, 8:45-9:00] - Discussion of known upcoming State transportation related bills, and whether/how PBTSAC should support. Note: PBTSAC is not an advocacy group. All statements of support will be coordinated with Intergovernmental Affairs.
8. **General Business, Updates & Announcements** [15 min, 9:00-9:15] - Ongoing State and County Efforts, Police Update , Council Update, Planning Board/Planning Dept Updates
9. **Upcoming meetings** [5 min, 9:15-9:20] - Discussion of Jan/March meetings. Potential "offsite" (non-Rockville) meeting for one of those dates.

Adjourn – approx. 9:25 pm

2019 Upcoming Meeting Dates: January 24, March 28, May 23

Potential Upcoming Meeting Topics (please provide additional input via email to Kristy & Heidi):

County-Exec Elect Briefing; Road Code/Complete Streets Update; Bus Stops and Mid-block Crossing Reviews; PBTSAC Involvement in Safety Audits & Development of a Community Tool-kit; Safety and Pedestrian Routes to Purple Line Stops; Educational briefing on CIP process; Capital Trails Briefing

John Hoobler

12.3.18

PBTSAC Meeting Minutes

11.29.18

Attendees: Michael Paylor (MP); Jeff Dunckel (JD); George Branyan (GB); Tom Heyboer (TH); Kristy Daphnis (KD); Heidi Coleman (HC); Wade Holland (WH); Mara Parker (MP); Rachel Maleh (RM); Derek Gunn (DG); Tomas Bridle (TB); Dave Helms (DH); Leah Walton (LW); Nadji Kirby; Stephanie Webber

Minutes: KD called meeting to order at 7:06pm. Went around and did names.

JD: Ped safety is important. Greg Slater went before the County Council 11.13.18 and made the point that SHA is different and is no longer using cookie cutter approaches. SHA is moving towards context-sensitive design. SHA is looking at things differently now.

WH: Greg Slater mentioned lowering the speed limit to 30 mph in CBDs.

DG: The culture is there at a lower level too, even at the district level. MD 187 and MD 190 are both receiving speed limit reductions.

MP: Partnership between MCDOT and SHA is going to be the key to success.

JD: VR simulation of driving car is a new ped safety outreach tool.

GB: COG does this, great idea.

JD: If you set up dates for us, we will have the resources ready. It can focus on seniors as well, Leisure World, Riderwood, etc.

TH: Hans Riemer is drafting a letter re: using MD 97 as a pilot project.

KD: What should I bring to the CE Transition work group? Topics: Distraction, Cell phone, Better use of data. People brought up VZ at the last meeting.

KD: CE's team will issue a report in January 2019.

HC: Make sure we hold them accountable to implementing vs researching, etc.

GB: We need buy in for the VZ plan.

KD: HC and I met with Marc Elrich re: VZ during the election cycle.

WH: There are also 4 new County Council members to educate.

MP: I work for Mar Elrich; pedestrian safety was listed as 1 of his 3 indicators.

KD: I do not think we are starting from scratch.

MP: No one is interested in starting from scratch. We have certain trouble points, working with SHA, etc. There are engineering issues. We have the money now, let us focus on implementation.

KD: WH will give VZ update.

WH: VZ focuses on KSI (killed, severely injured)

WH: 2012-2016 is baseline.

RM: Do the targets factor in growth?

WH: No. VZ is focused on zero.

DG: Greg Slater's goal is not just fatalities, also severely injured, etc.

WH: VZ Coordinator is a contractor.

KD: Is the contractor permanent or will there be a County employee sometime down the line.

WH: Contract is 1 year with 2 renewal years, up to 10 Year Plan, etc.

KD: What is the scope of the job?

WH: 2 hats. First hat is PM/organization, etc. Second hat is community activist.

KD: Originally VZ coordinator was having someone come in and change the culture.

DG: We are looking at things we can be doing.

KD: Coordinate with Next Door/community advocates.

MP: Radio America is in the mall, reach out to them for safety education.

KD: What are the SHA/County collaboration projects?

WH: There are the Wheaton CBD projects, a trail in Olney, and other smaller scale projects.

TB: What is being done for developments during Planning review? Can we meet with MNCPPC?

TB: CIP approval process should include the question, "does this project adhere to VZ principles?"

TB: We need DOT, etc. to identify VZ projects to County Council so they can make informed funding decision.

DH: Need to add community involvement and political pressure.

KD: I will send you the document for comments.

TB: Move to draft testimony on MC 24-19 to present at bill hearing.

Seconded.

Approved unanimously.

LW: NTSB needs to be invited by bill sponsor. The 3rd Floor hearing room in mid-December.

KD: Bike Master Plan was passed, we support it.

TH: Council getting a lot of flak from neighborhood associations.

HC: Motion to write letter of support for CCT & Little Falls Parkway meeting.

Seconded.

Approved unanimously.

KD: Meeting adjourned at 9:36pm.



VISION ZERO

**NO TRAFFIC DEATHS BY 2030
IN MONTGOMERY COUNTY**

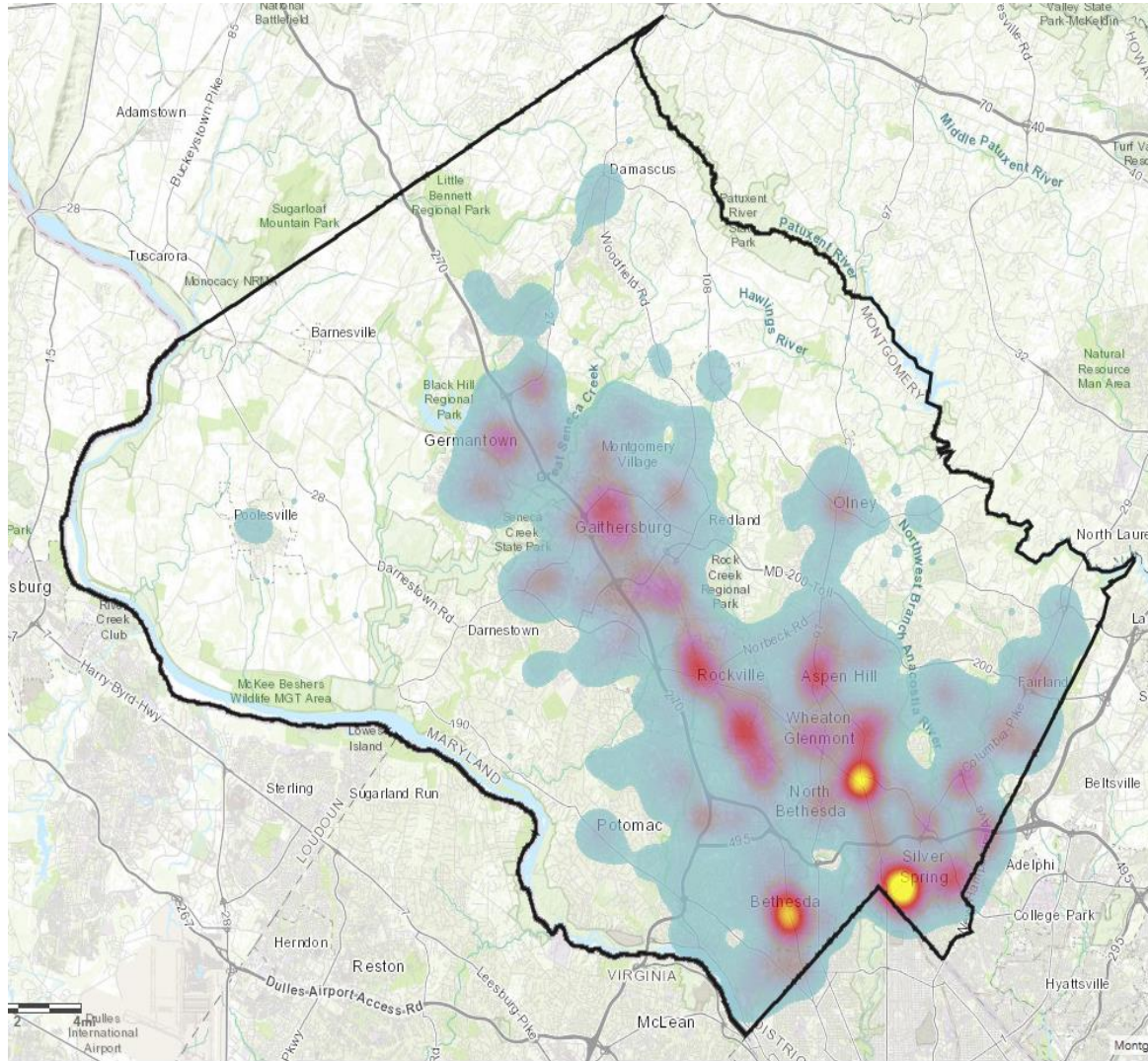
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**OUR PLAN TO ELIMINATE FATALITIES AND
SEVERE INJURIES ON OUR ROADS BY 2030**

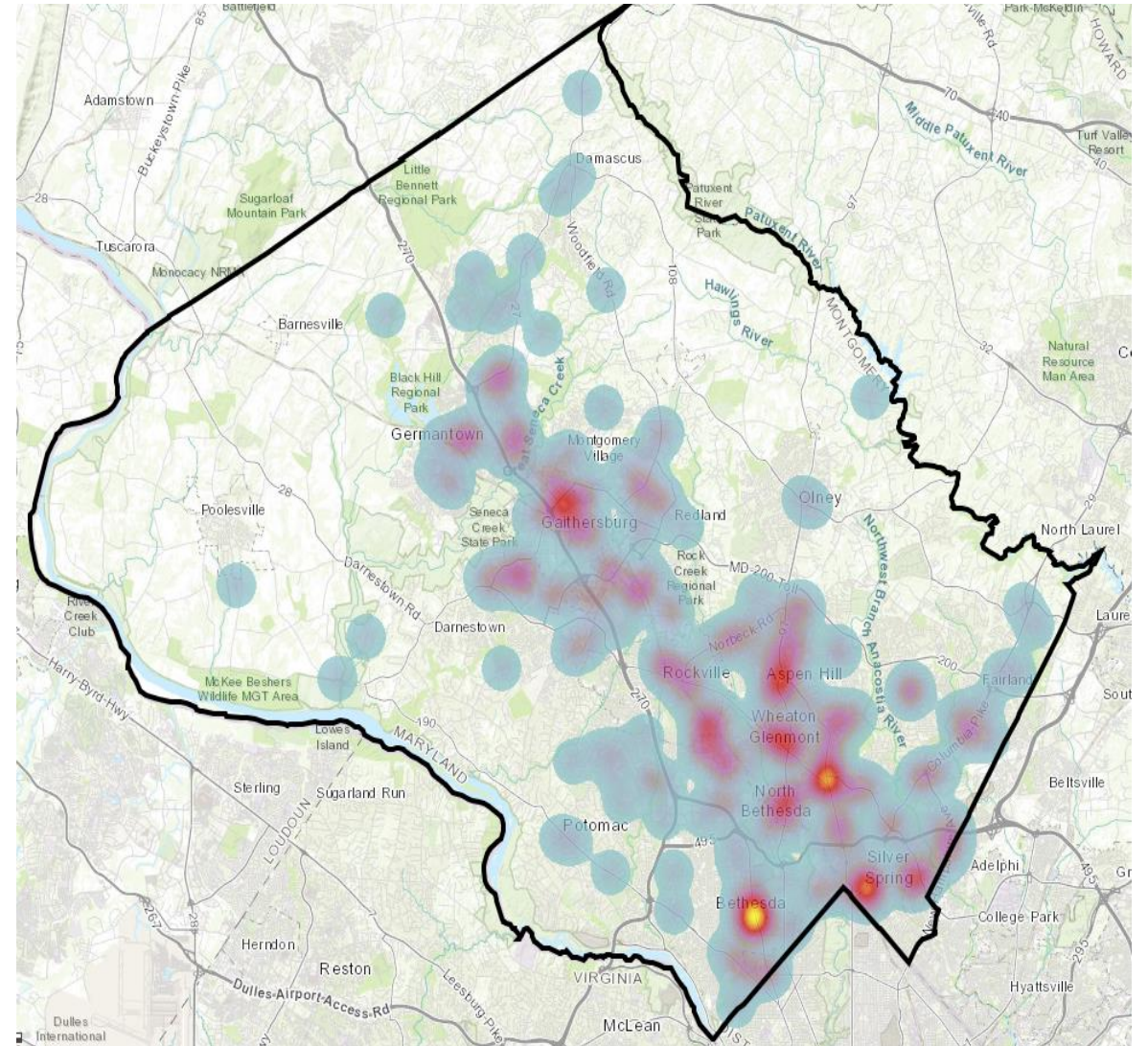
TWO-YEAR ACTION PLAN • UPDATE TO PBTSAC • 11/29/18

PEDESTRIAN CRASH HOTSPOTS

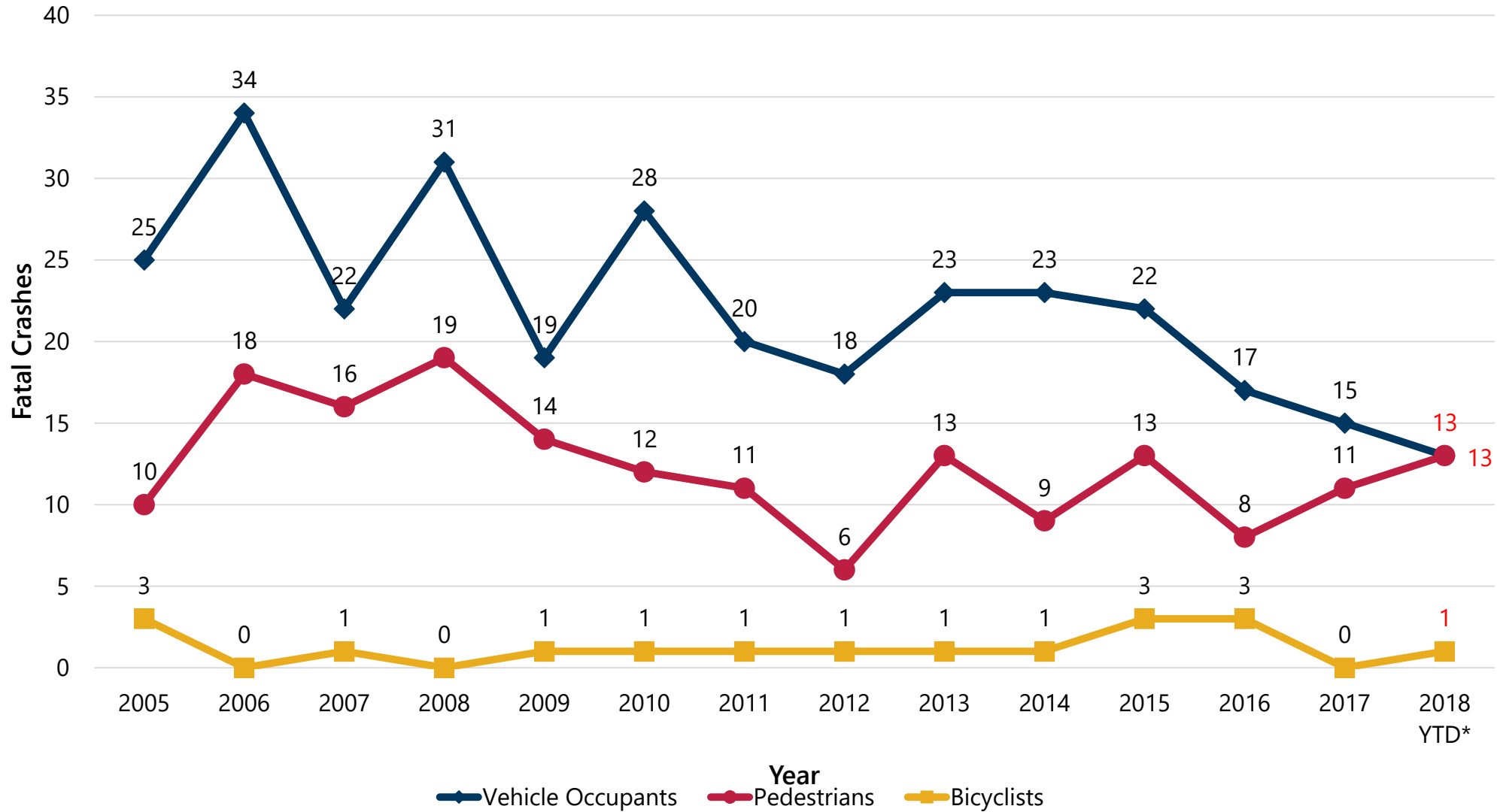
All Pedestrian Collisions 2012-2016



KSI Pedestrian Collisions 2012-2016



FATAL CRASHES BY YEAR



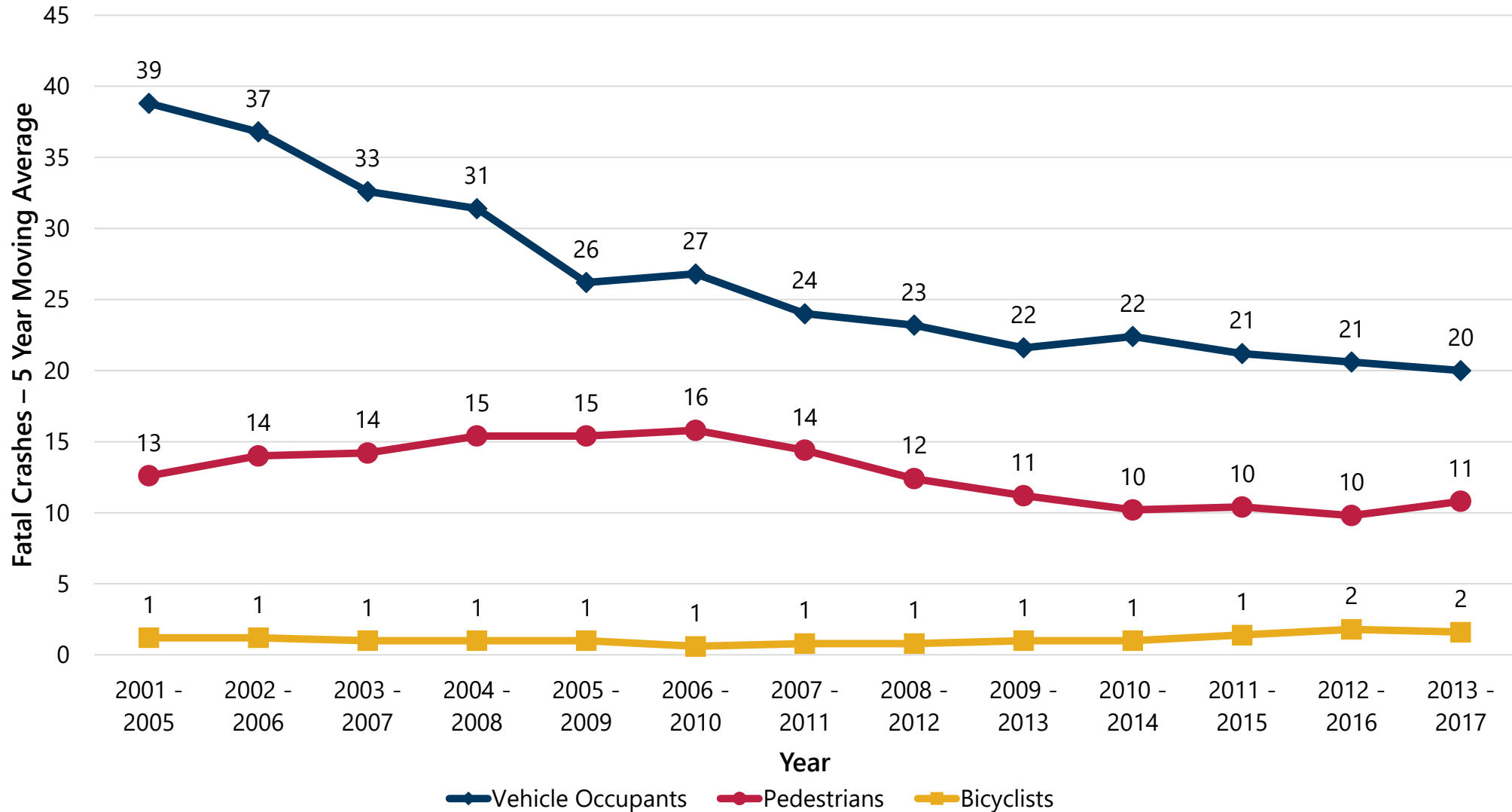
Fatal crashes for vehicle occupants have been at record lows the past two years and on pace to remain low in 2018.

After two years of 3 cyclist fatalities, 2017 reversed the increasing trend with zero cyclist fatalities. In 2018, there has been one fatality that occurred on Randolph Rd in November.

For pedestrians, 2018 will eclipse the 11 fatal crashes in 2017.

Source: MCPD Collision Reconstruction Unit
 *2018 data through September 30 and subject to change

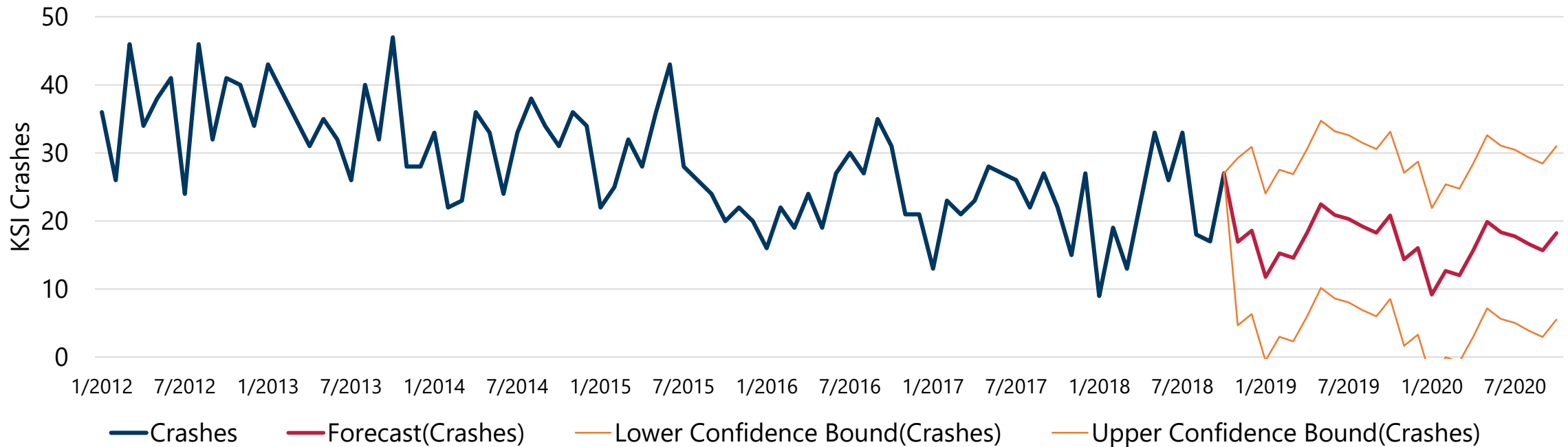
5 YEAR MOVING AVERAGE FOR FATAL CRASHES



To smooth out the data and see the long-term trend, this chart shows the 5-year moving average for fatal crashes.

Of note, full funding for the pedestrian safety initiative started in FY10 and since then the number of pedestrian fatalities dropped from an average of 15 crashes to 10 crashes.

2018 SEVERE AND FATAL CRASH FORECAST



Persons Involved	2016	2017	2018 Estimate	2018 Target	Target to be Met?
Motor Vehicle Occupants	220	190	186	222	Likely
Pedestrians	52	72	69	60	No
Cyclists	20	12	12	14	Likely
TOTAL	292	274	267	296	Likely

NOTE: Forecast based on severe and fatal crashes occurring between Jan 2012 – October 2018 and uses Exponential Smoothing (ETS) algorithm to produce future estimates with a 95% confidence interval.

Education Plan and Resources

- Public Information Office finished final draft of FY19 education plan.
- MCDOT given notice to proceed to utilize contractors to support development of education material targeted at the public and county employees. First major topics to be tackled is distraction and building out a “What is Vision Zero?” campaign.

Vision Zero Coordinator

- Draft of request for proposal (RFP) reviewed by Procurement and sent back with recommended changes. Wade will send new draft back in early December.
- Once posted by Procurement, will be open for bids for at least 30 days.
- Goal is to have Coordinator on board by the end of the year.

Equity Task Force

- Have contractor ready to start supporting the task force.
- Draft of task force framework sent to Steering Committee and PBTSAC for review.
- PBTSAC has sent the County potential task force members, but haven’t confirmed participants.

Fatal Crash Review Team

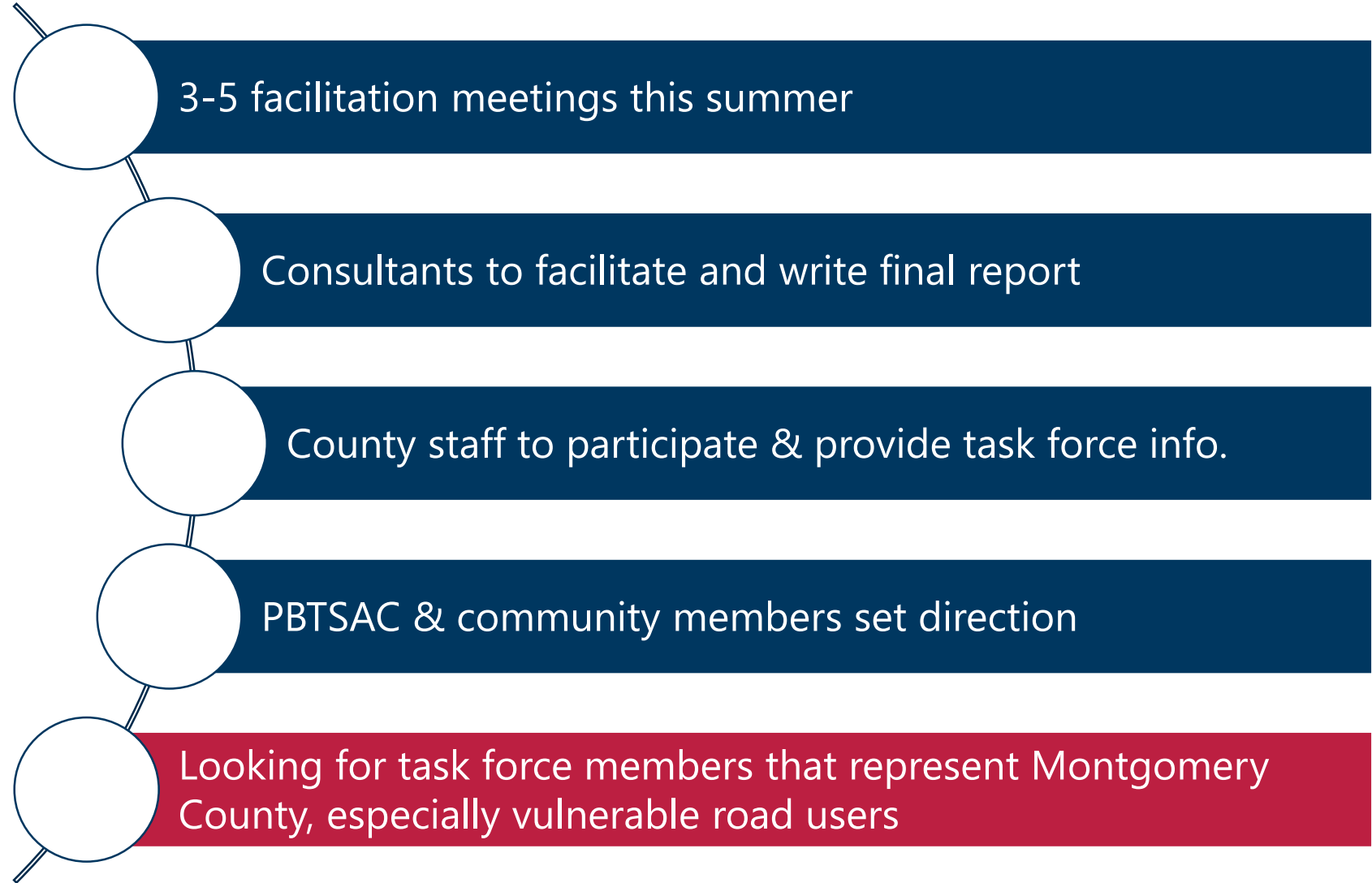
- MCPD and CountyStat have developed meeting framework with goal of having first review session in January.

Hispanic and Non-Hispanic Black/African American residents have a 33% higher traffic fatality rate compared to Non-Hispanic White residents.



Source: Centers for Disease Control and Prevention, National Center for Health Statistics. Underlying Cause of Death 2011-2015 on CDC WONDER Online Database, released December 2016.

Note: Rates for cyclists and Asian/Pacific Islander not shown due to rates that fell below the reporting threshold.







ENGINEERING PROJECTS FOR PEDESTRIAN SAFETY



WHEATON ENHANCEMENTS

Curb markings

MCDOT DTEO installed English and Spanish curb markings that discourage dangerous pedestrian activity on MD 97 (Georgia Ave.), from Price Ave. to Reddie Dr.

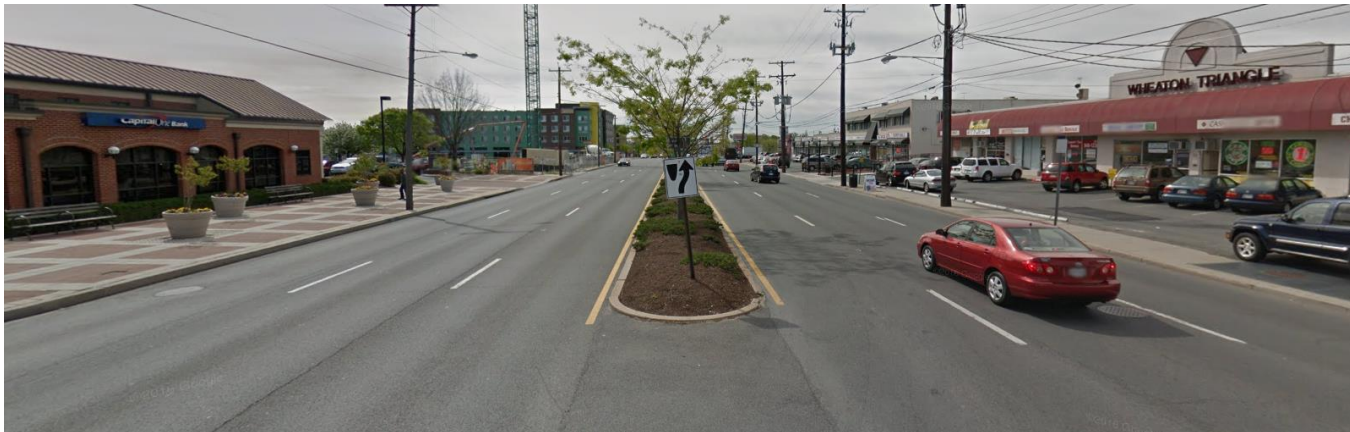


Median Changes



MCDOT DTEO is working with MDOT SHA to install a median fence along MD 97 (Georgia Ave.) from Price Ave. to Reddie Dr., similar to the one pictured above, along MD 586 (Veirs Mill Rd.)

Lane Narrowing



MDOT SHA restriped lane outside lane widths to 12 feet for buses and inside lanes to 10 feet on MD 97 (Georgia Ave.) from White Oak Dr to MD 193 (University Blvd.)

Utilizing resources from the County and State, there have been numerous activities within the Wheaton CBD to improve pedestrian safety. The State and County sponsored street teams to increase safety education. The State narrowed travel lanes on Georgia Ave to slow speeds. The County will install a fence and curb markings along MD 97 to steer pedestrians towards the crosswalks.

Muddy Branch Rd & Harmony Hall Rd HAWK Signal



To improve pedestrian safety, MCDOT DTEO is installing HAWK signals at:

- Muddy Branch Rd. & Harmony Hall Rd.
- Randolph Rd. & Livingston St. (originally proposed a HAWK but converted to full-color signal for sight distance deficiencies)
- Aspen Hill Road & Northgate Shopping Center
- Democracy Blvd. & Walter Johnson HS
- Willard Ave. & The Hills Plaza

RECTANGULAR RAPID FLASHING BEACONS (RRFBs)

RRFB on Bel Pre Road



Rectangular Rapid Flashing Beacons (RRFBs) are another tool to direct drivers' attention towards pedestrian activity. To improve pedestrian safety, MCDOT DTEO installed RRFBs at:

- Bel Pre Rd. & Astrodome Dr.
- Bel Pre Rd. & Tynewick Dr.
- Bel Pre Rd. & Weeping Willow Dr.
- Westlake Dr. & Lakeview Dr.

Additional MCDOT DTEO RRFBs are proposed at:

- Forest Glen Rd. & Sligo Creek Park Trail (design completed)
- Muddy Branch Rd. & Muddy Branch Square Shopping Center (under construction)



To improve pedestrian safety, MCDOT installed pedestal beacons along the PEPCO Natural Trail where roadway intersections are encountered, including:

- Schaeffer Rd.
- Black Rock Rd.
- MD 118 (Germantown Road)
- MD 28 (Darnestown Road)

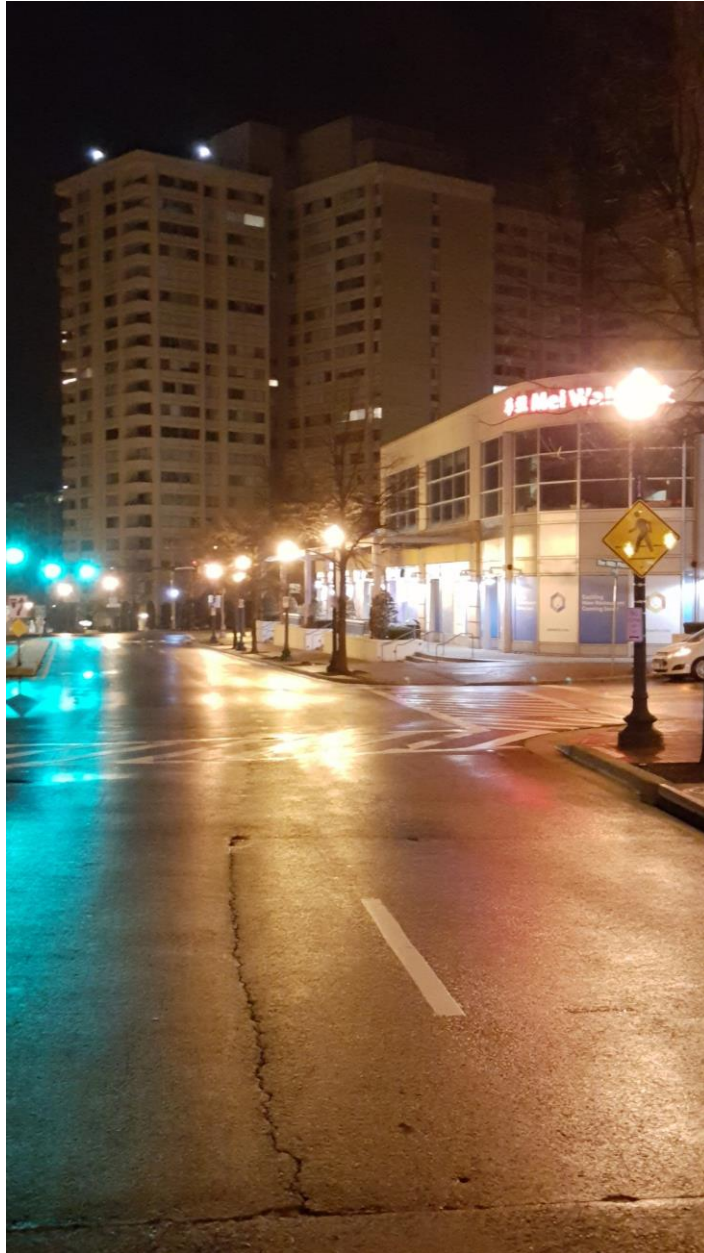
M-NCPPC is considering installing pedestal beacons at other trail crossings throughout the County.



MCDOT is dedicated to ensuring safe pedestrian access to and from transit stops throughout the County. The Bus Stop Audits performed along transit corridors are an enhancement of existing efforts conducted in conjunction with our Pedestrian Road Safety Audits. The Bus Stop Audits satisfy ENG-4: Review Transit Stops from the Vision Zero Two-Year Action Plan. MCDOT DTEO has performed Bus Stop Audits for the following corridors:

- Middlebrook Rd.
- MD 355 (Wheatfield Dr. to Middlebrook Rd.)
- Randolph (Rock Creek Park to Colie Dr.)
- Wheaton CBD

OTHER PED SAFETY PROJECTS



Lighting Studies

MCDOT has performed corridor lighting studies designed to determine lighting sufficiency and needs to improve safety for drivers, pedestrians and bicyclists.

Design Standards

MCDOT is reviewing and revising design standards to reduce opportunities for high-speed collisions and develop proper environmental countermeasures. MCDOT is updating pedestrian safety standards, signing standards, marking standards, and more to reach the Vision Zero goal.

New Bus Pads and Crosswalks

MCDOT is working on increasing access and safety at bus stop locations by providing new and updated infrastructure at bus pads and crosswalks.

DEMO OF INTERACTIVE PROJECT MAP

Legend

Vision Zero Projects - Point Data

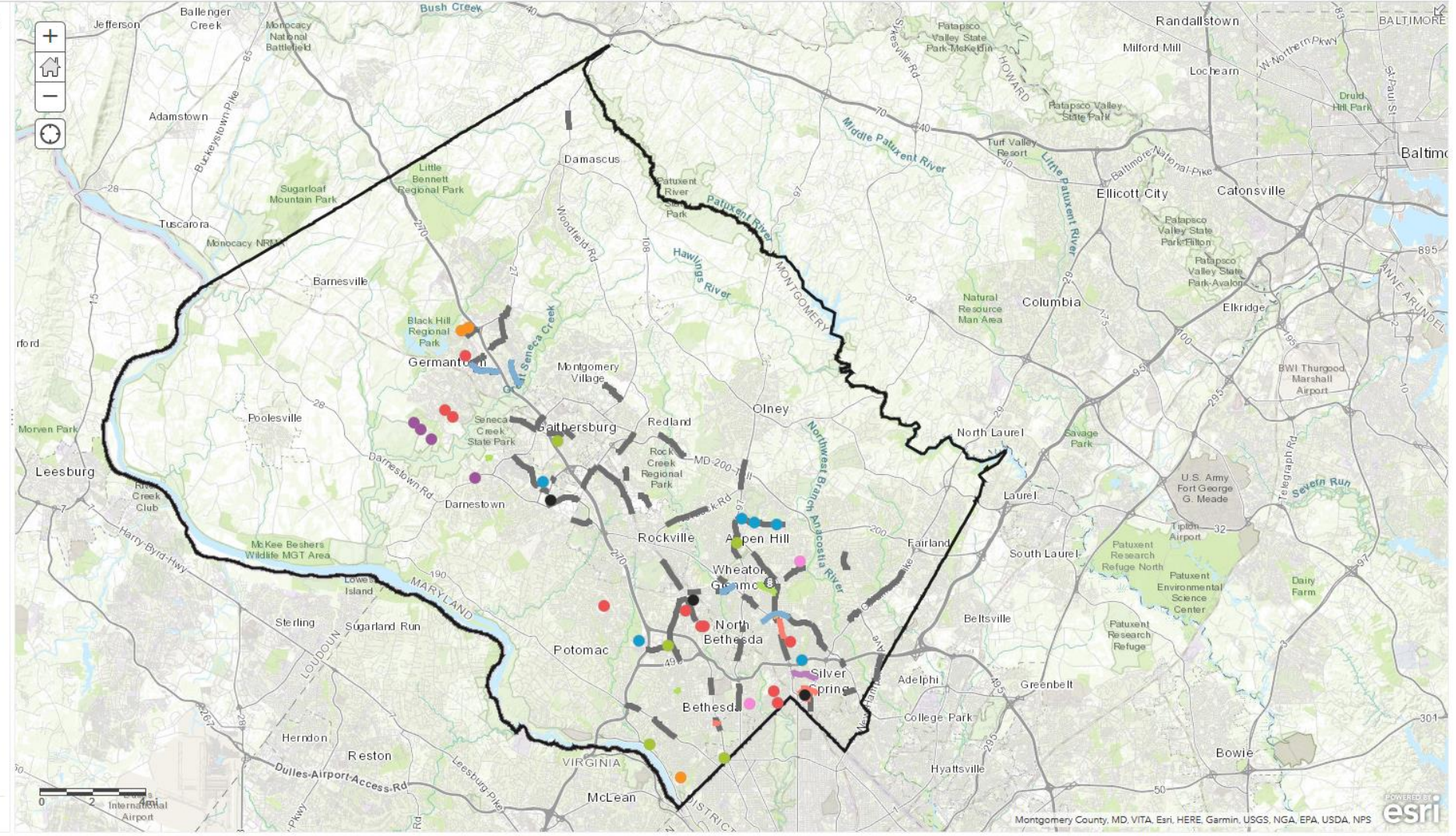
- Median Refuge
- RRFB
- HAWK
- Pedestal Beacon
- ADA Improvements
- Crosswalk
- Traffic Calming
- Traffic Signal

Vision Zero Projects - Line Data

- Bicycle Facility
- Bus Stop Improvement
- Traffic Calming
- Corridor Improvement
- Median Treatment

Vision Zero High Injury Network

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Engineering

- Design facilities that prioritize safety above all else
- Key Outcome: Reductions in severe and fatal collisions in High Injury Network (HIN)



Enforcement

- Encourage safe behaviors using evidence-based high visibility enforcement
- Key Outcome: Hours of dedicated enforcement for factors contributing to severe and fatal collisions



Education

- Engage the public to promote the importance of traffic laws and safe behaviors
- Key Outcome: Increased awareness of dangerous driving, biking, and walking behaviors



Traffic Incident Management

- Ensure that when a collision occurs, prompt care is provided
- Key Outcome: Maintain response times for traffic collisions with injuries based on dept. standards



Law, Policy, and Advocacy

- Improve the way traffic safety is managed by changing codes, laws, and policies that do not align with Vision Zero
- Key Outcome: Passage of significant laws and policies required to implement Vision Zero

TWO-YEAR ACTION PLAN STATUS - ENGINEERING

Action Item	Due Date	Status	Notes
ENG-1 Identify HINs for Modification	Identify priority HIN projects by 1/31/2018	Behind Schedule	1st round of reviews with county and state engineers complete. Each review used the top 10 crash locations identified in the action plan. Will be setting up next round of reviews.
ENG-2 Road Design Standards	Publish revised road designs by 11/1/2019	On-Going & On-Schedule	MCDOT and M-NCPPC are advancing this action item together, with the first phase being funded by M-NCPPC. MCDOT DTEO has brought a consultant on-site to digitize the existing lighting, signing, signals, marking, and parking standards as the first step in updating those policies.
ENG-3 Road Safety Audits	Implement new process by 11/1/2018	On-Going & On-Schedule	MCDOT is adding a preconstruction RSA activity to its design process
ENG-4 Review Transit Stops	Develop program review requirements by 5/1/2018	On-Going & On-Schedule	MCDOT identified 265 bus stops that need to be reviewed and potentially modified. MCDOT completed Middlebrook & MD 355 Bus Stop Audits. MCDOT performed two more Bus Stop Audits in November 2018 for Wheaton CBD and Randolph Road; memos currently being prepared.
ENG-5 Trail Crossings	Develop list of priority trail crossings and intersections for modification by 11/1/2018	On-Going & On-Schedule	MCDOT coordinating with M-NCPPC on crossings for Rock Creek Trail, Diabase Trail, Hoyles Mill Trail, Muddy Branch Greenway Trail, Northwest Branch Trail, Upper Rock Creek Trail, Cabin John Trail, and more. MCDOT has conducted and reviewed speed studies and crossing plans. MCDOT providing ongoing engineering review for trail crossings including CCT & Little Falls Parkway.
ENG-6 Collaboration w State	Identify potential project areas by 1/1/18	Behind Schedule	Working with MHSO and SHA to develop short- and long-term solutions for pedestrian safety in Wheaton and Glenmont. SHA Administrator Greg Slater has promised increased focus on pedestrian safety by his agency to include lowering speed limits to 30 MPH or lower in all central business districts and improving pedestrian crossings.
ENG-7 Ped Signals	All pedestrian signals retimed to 3.5 feet/second by November 2019	On-Going & On-Schedule	Retiming of pedestrian signals to 3.5 ft/sec standard completed. Plan currently includes 5 pedestrian actuated beacons at Muddy Branch Rd & Harmony Hall Rd, Forest Glen Rd & Sligo Creek Pkwy, Randolph Rd & Livingston St, Aspen Hill Rd & Northgate Shopping Center, Democracy Blvd & Walter Johnson HS, Willard Ave & The Hills Plaza.
ENG-8 Accelerate Sidewalk Building	Publish list of high priority areas lacking sidewalks by 4/1/18	Behind Schedule	Priority list has not been developed yet. 11 projects planned in FY19 under sidewalk and curb replacement CIP. Phase I of Oak Dr/MD 27 sidewalk of 4,550 LF. Franklin Ave sidewalk in funded in FY23.
ENG-9 Bicycle Network	On-going effort	On-Going & On-Schedule	Significant additions coming to Silver Spring and Bethesda BiPPAs for separated bicycle facilities. MCDOT has developed a website, video, and brochure about how to use these new facilities at montgomerycountymd.gov/lookout

TWO-YEAR ACTION PLAN STATUS - ENFORCEMENT



Action Item	Due Date	Status	Notes
ENF-1 Fatal Crash Review Team	Establish team and hold first meeting by 12/15/17	Behind Schedule	MCPD and CountyStat have developed meeting framework and team goals. CountyStat will be confirming team members with the goal of first meeting in January.
ENF-2 Enforcement Activity	On-going effort	On-Going & On-Schedule	As part of the region's Street Smart fall campaign, MCPD is performing increased pedestrian safety enforcement from 11/5-12/2. MCPD's Holiday Alcohol Task Force kicked off on 11/21 and will continue through January 5, 2019.
ENF-3 Automated Enforcement	On-going effort	On-Going & On-Schedule	Will be addressed in new request for proposals that is due to be let out in 2019.
ENF-4 Unmarked Cars	Purchase and use more unmarked cars by 12/1/18	No Resources	Due to budget constraints, the FY19 budget does not fund this item
ENF-5 Collaboration w/ Courts	Complete initial outreach by 5/1/18	On-Going & On-Schedule	A public-private education campaign called "Noah on Patrol" was released on May 23. As part of "Noah on Patrol," a courtwatch program will monitor impaired driving cases in the county. The State's Attorney Office will push for ignition interlocks in impairment cases.

TWO-YEAR ACTION PLAN STATUS - EDUCATION



Action Item	Due Date	Status	Notes
EDU-1 Comprehensive Strategy	Publish Strategy by 5/1/18	Complete	The Public Information Office completed the 2019 strategy and the Steering Committee has committed resources to the plan. The plan was finalized on October 24, 2018.
EDU-2 Expand SRTS	Expand SRTS by start of 2019-2020 school year	On-Going & On Schedule	One more school participated in Walk to School Day compared to 2017, bringing the total participants to 52. Developed templates for school network maps to ensure that parents and school children will be familiar with walking and biking routes to school. Tasked consultant with additional SRTS walk audits in fall 2018.
EDU-3 On-bike Education	Agreement with MCPS by 19-20 school year	Not Started	Year 2 activity
EDU-4 Grant Program	Solicit proposals by 6/1/2018	No Resources	Due to budget constraints, the FY19 recommended budget does not fund this item
EDU-5 County Employee Safety Campaigns	Complete first round of awareness trainings by 11/1/2018	On-Going & On Schedule	Currently developing targeted material for key departments and divisions.
EDU-6 Team Building	Hold at least two collaboration events by 11/1/2018	Not Started	Currently developing potential opportunities for employees this summer
EDU-7 Sleep & Safety	Complete first round of awareness trainings by 11/1/2018	Behind Schedule	Activities in November were not completed due to focus on other higher priority items. This will be rescheduled.
EDU-8 Future Tech	1st Report by 12/31/2018	Not Started	Moved this item to year 2. MCDOT and other experts presented to the County Council on September 26, 2017 about the future of autonomous vehicles in Montgomery County. Video of session is at: http://montgomerycountymd.granicus.com/MediaPlayer.php?view_id=169&clip_id=13823&meta_id=143448
EDU-9 Community Partners	12/1/2018	On-going	Developing new materials to be used for outreach. Currently using materials developed by Public Information Office and distributed by street outreach teams and the Wheaton Urban District for pedestrian safety campaign.

TWO-YEAR ACTION PLAN STATUS - TIM

Action Item	Due Date	Status	Notes
TIM-1 Emergency Services	On-going effort	On-going	
TIM-2 TIM Plan	Create plan by 11/1/2018	Behind Schedule	Secured contractor support to help with development of the plan.
TIM-3 Police Driver Training	Improve driver training by 11/1/2019	Not Started	
TIM-4 Temporary Traffic Control Devices	Procure traffic control devices for a pilot program by 11/1/2018	No Resources	Due to budget constraints, the FY19 recommended budget does not fund this item

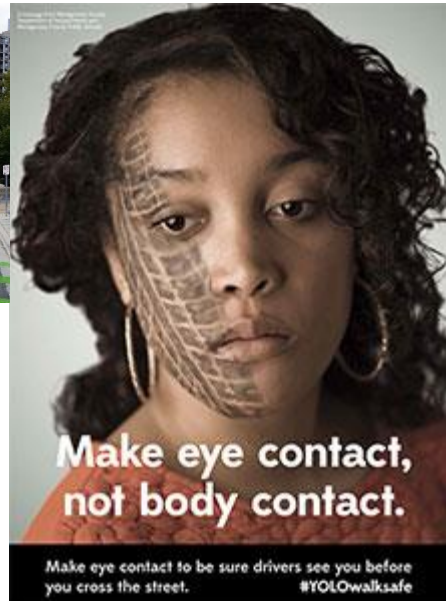
TWO-YEAR ACTION PLAN STATUS - LPA



Action Item	Due Date	Status	Notes
LPA-1 Law & Policy Change	Identify changes needed by 12/1/2017	Behind Schedule	Currently, the Steering Committee has not recommended changes for the 2019 legislative session.
LPA-2 Equity Task Force	Establish task force by 12/31/17	Behind Schedule	Steering committee and PBTSAC have decided to make this task force a sub-committee of PBTSAC. A contractor has been secured by CountyStat to aid in developing task force report. A draft of the meeting framework and goals was sent for PBTSAC review.
LPA-3 VZ Manager	Appoint interim manager 11/17 with full-time coordinator by 1/31/18	Behind Schedule	FY19 budget funds a contractor to coordinate and implement the Vision Zero Action Plan. The draft Request for Proposals has been reviewed by Procurement and a final draft will be send in early December.
LPA-4 VZ Website	Have full page build-out by 11/30/17	Complete	Redesign of website was pushed out last week of September.
LPA-5 VZ Feedback Map	Publish map by 11/30/17	Complete	App has been built and tested. App was launched with redesigned website in late September. Link at bit.ly/vzsafetymap
LPA-6 Ped Master Plan	Complete master plan by 11/1/2019	On Schedule	Pedestrian connectivity mapping scheduled to start this summer and be complete at the end of FY19.

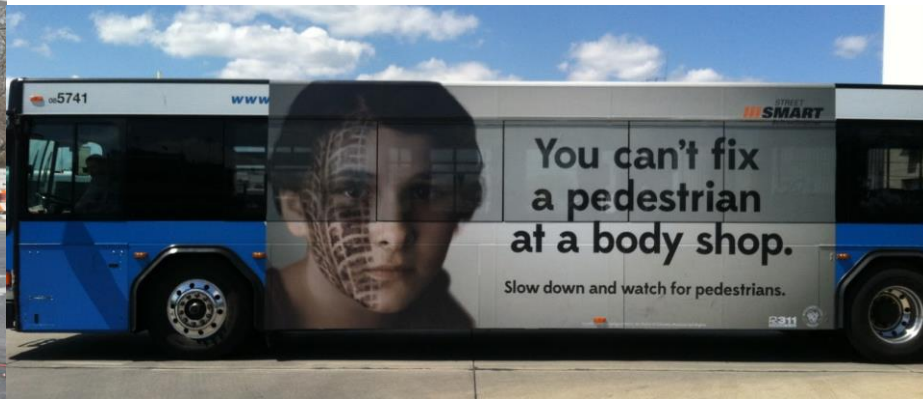
TWO-YEAR ACTION PLAN STATUS - LPA

Action Item	Due Date	Status	Notes
LPA-7 Public Crash Data	Publish by 11/1/17	Complete	All 3 tables are published and updating weekly. CountyStat will use these tables to build out dashboard.
LPA-8 Improve Crash Data Collection	Start outreach by 11/30/17	On-Going & On Schedule	Currently MCPD has implemented training to address proper report writing within the academy classes as well as to audit reports for data entry errors. MSP has made some fields within the ACRS reports mandatory and some fields mandatory on dependencies to help in capturing all the relevant data per event.
LPA-9 Peer Collaboration	Start outreach by 12/1/17	Complete and On-Going	Montgomery County is a member of the Road to Zero coalition, works with the State as participants in Towards Zero Deaths, and started a regional vision zero cohort.
LPA-10 Review Safety Programs	Release results by 11/1/2018	Behind Schedule, Not Started	Plan to start review in conjunction with Equity Task Force work
LPA-11 Municipalities	Complete initial outreach by 1/1/18	Behind Schedule	The County is working with the City of Rockville to support its Vision Zero plan.
LPA-12 Research Partners	Reach out to potential research partners by 1/1/18	On-Going & On Schedule	The County does not have funds to pay for research, but is open to participating or being a living laboratory for researchers. The County will reach out to local partners to gauge interest.
LPA-13 Vehicle Procurement	Finalize policy by 11/1/2018	Not Started	This action item has been moved to year two.
LPA-14 10-Year Plan	Start feedback sessions in January 2019 , complete by November 2019	Not Started	Current focus is on getting two-year plan up and running prior to starting 10-year plan development.



VISION ZERO

**NO TRAFFIC DEATHS BY 2030
IN MONTGOMERY COUNTY**



PEDESTRIAN SAFETY in Maryland

M**DOT** MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

Greg Slater

Administrator

November 13, 2018

OVERVIEW

The Last 2 Years

What Does the Data Tell Us?

What are We Doing?

Where to Start?

Moving Forward - Partnership



THE LAST 2 YEARS

A NEW MDOT - SHA

INNOVATIO
MODERNIZATIO
COMMUNICATIO
CUSTOMER EXPERIENCE



PEDESTRIAN SAFETY

Updated Approaches

▶ **NOT A ONE SIZE FITS ALL APPROACH**

▶ **BOLD, NEW STRATEGIES**

▶ **PRIORITIZING PEDESTRIAN SAFETY - CONTEXT DRIVEN**

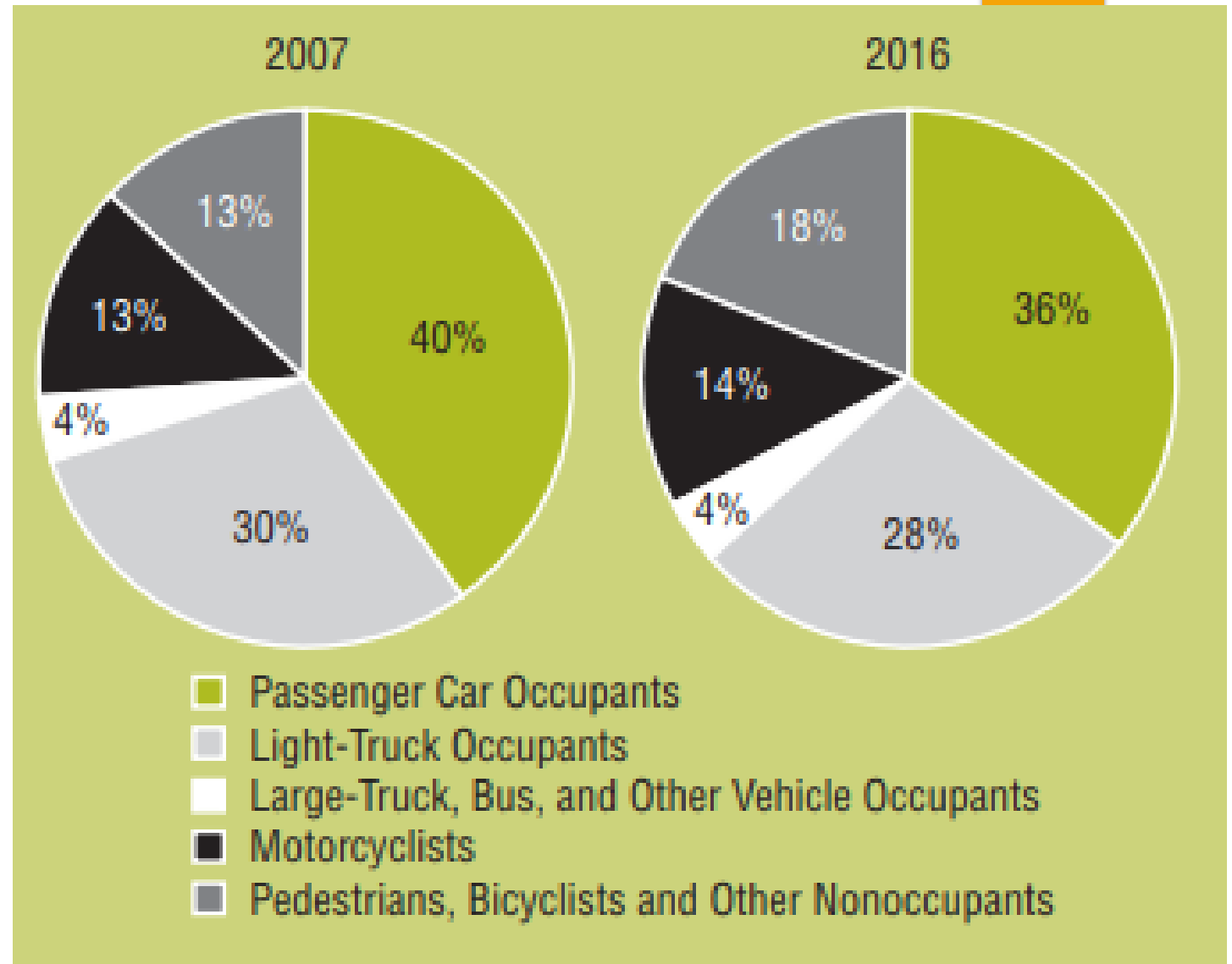
- HAWK Pedestrian Signal
- Reducing Lane Widths
- Reducing Speed Limits
- Revamped Pedestrian Roadway Safety Audit Program (PRSA)
- RRFB – Rectangular Rapid Flashing Beacons
- Developing Urban Standards



WHAT IS THE DATA
TELLING US?

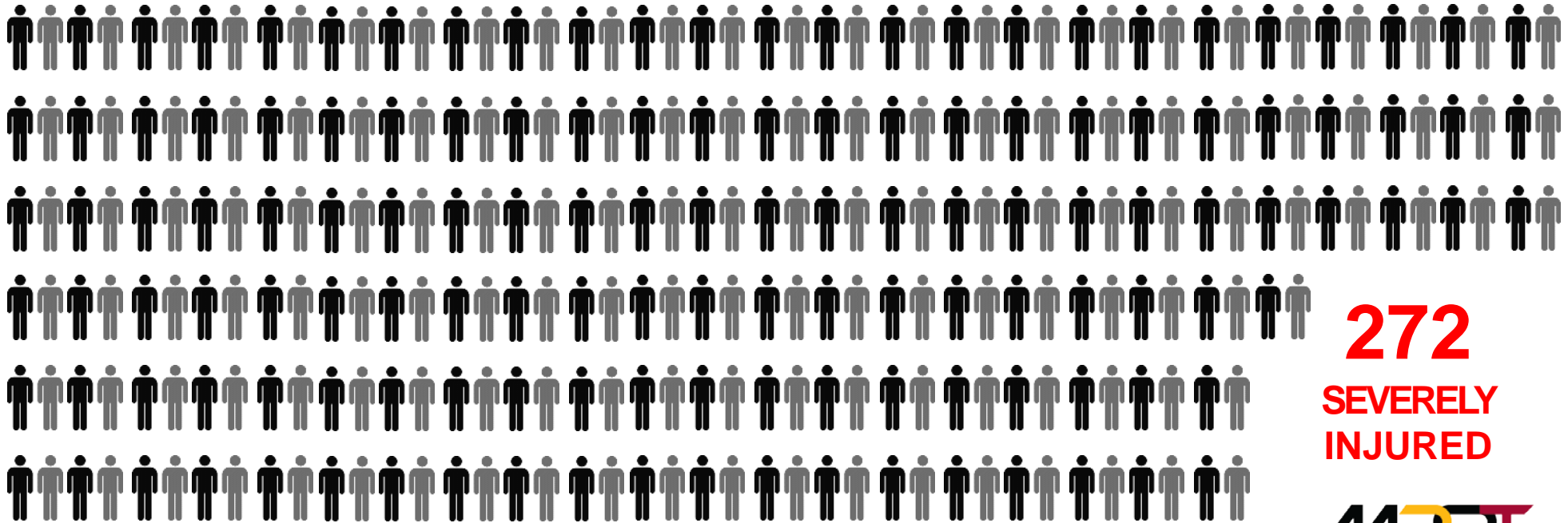
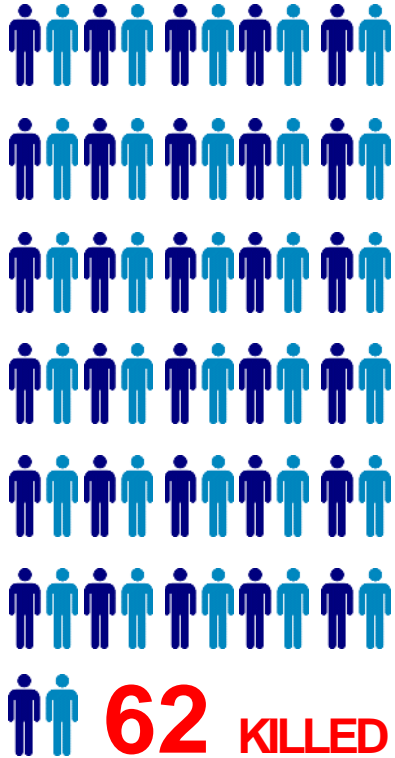
PEDESTRIAN CRASH NATIONAL TRENDS

- Nationally pedestrian fatalities increased by 492 (a 9.0-percent increase) between 2015 and 2016, and are at their highest number since 1990.
- Nationwide 15 pedestrians are killed and 185 are injured in crashes every day*.



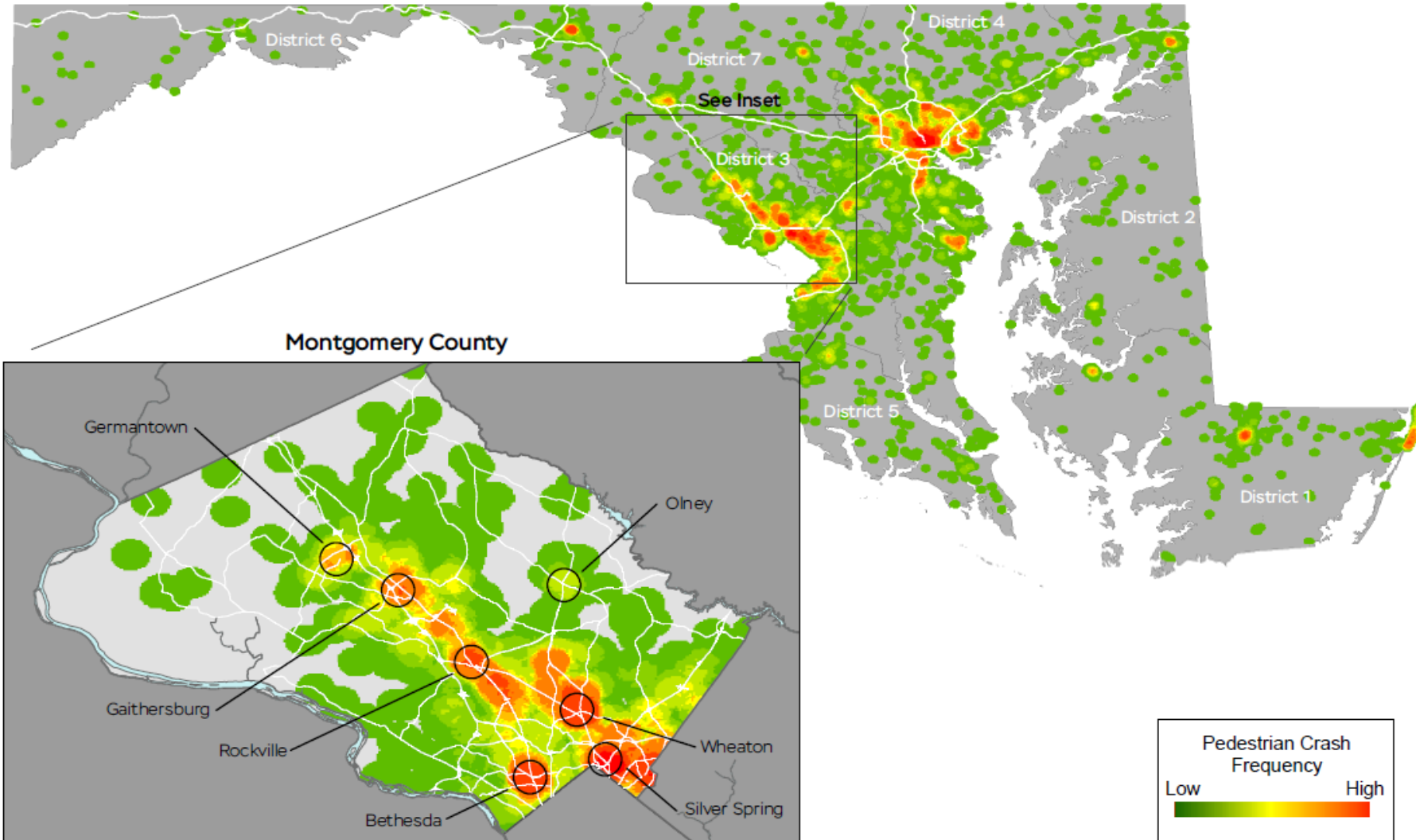
Source: FARS 2007 Final File, 2016 ARF

2018 PEDESTRIAN CRASHES - Statewide



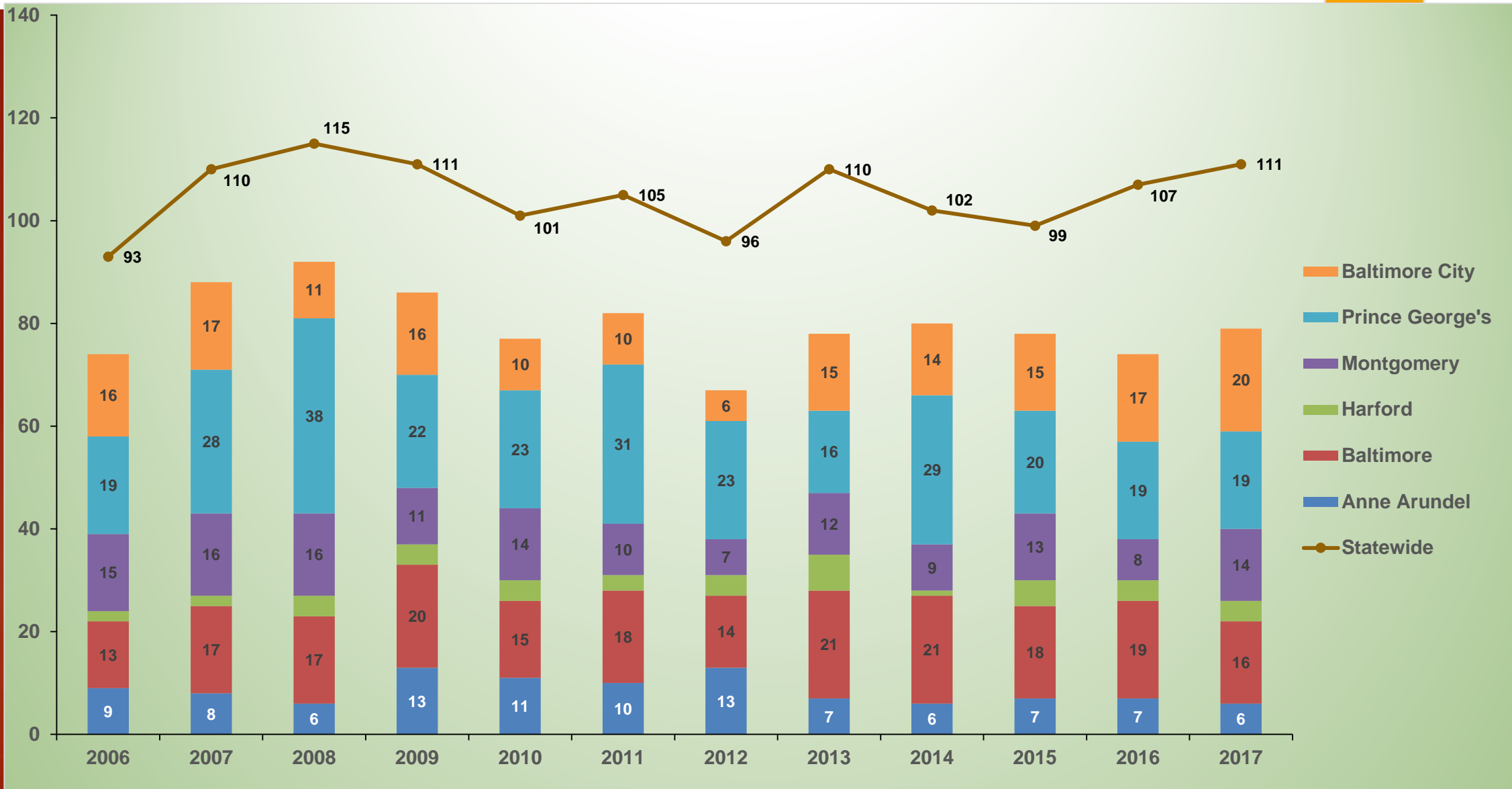
Statewide Pedestrian Crashes

Data for 2013 - 2017



Pedestrian Crashes
Statewide &
Montgomery County

Updated: 11/7/18

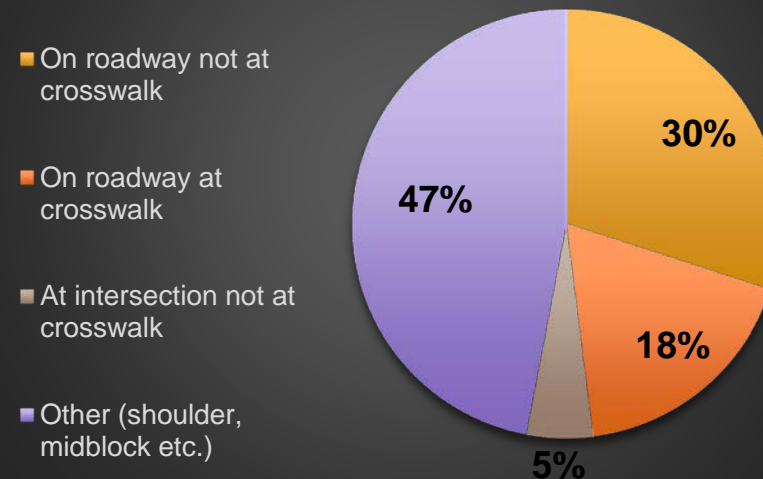


Maryland Fatal Pedestrian Crashes 2006-2017

CRASH DATA TRENDS & PEDESTRIAN RISK FACTORS

- ▶ **30** percent of all crashes happen at intersections.
- ▶ **35** percent of all crashes happen between the hours of 3 pm and 7 pm.
- ▶ **Speed** is a major factor in crash survivability for pedestrians.
 - ▶ At speeds higher than 40 mph there is 77 percent likelihood of fatality or severe injury.

Where are Pedestrian Crashes Happening?





WHAT ARE WE
DOING?

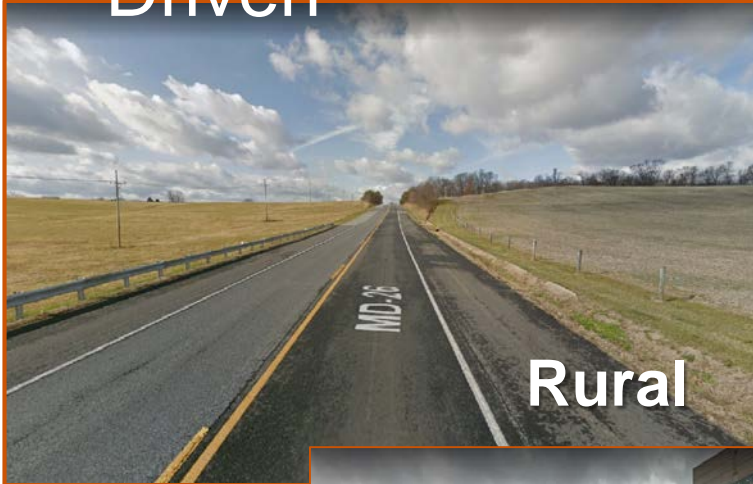
DATA DRIVEN APPROACH

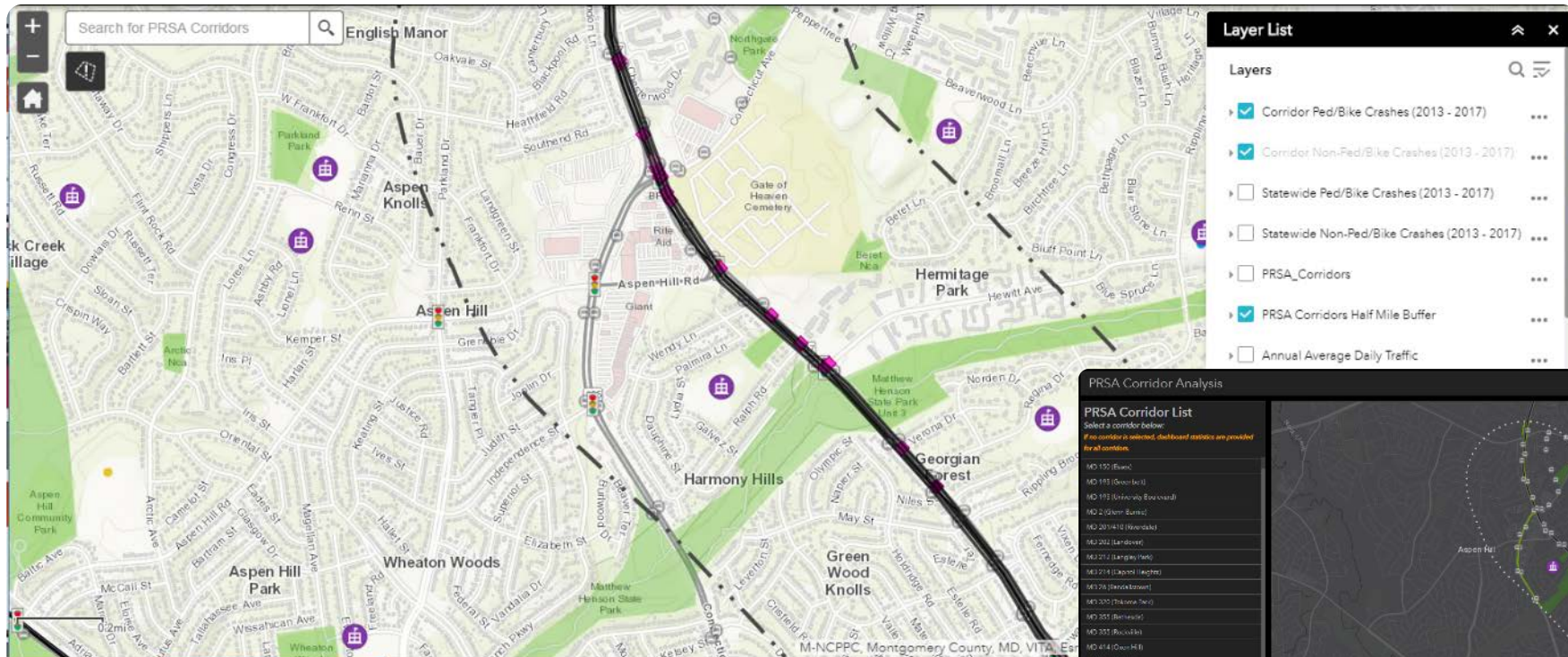
- DATA - ROOT CAUSE**
where, how, when and why crashes are occurring.
- CONTEXT - DEMOGRAPHIC & LAND USE DATA**
who and where are our roadway users.
- INFRASTRUCTURE**
the state of our roadway, bus stops, lighting.
- TARGET**
Targeted and comprehensive pedestrian safety solutions



NEW URBAN STANDARD DESIGN

Beyond Functional Classifications – Land Use & User Driven





NEW TOOLS FOR DESIGNERS:
 PCAT – Pedestrian Crash Analysis Tool
 PRSA Dashboard – MD 97 in Aspen Hill

TAKING EVERY OPPORTUNITY

Implementation Strategies

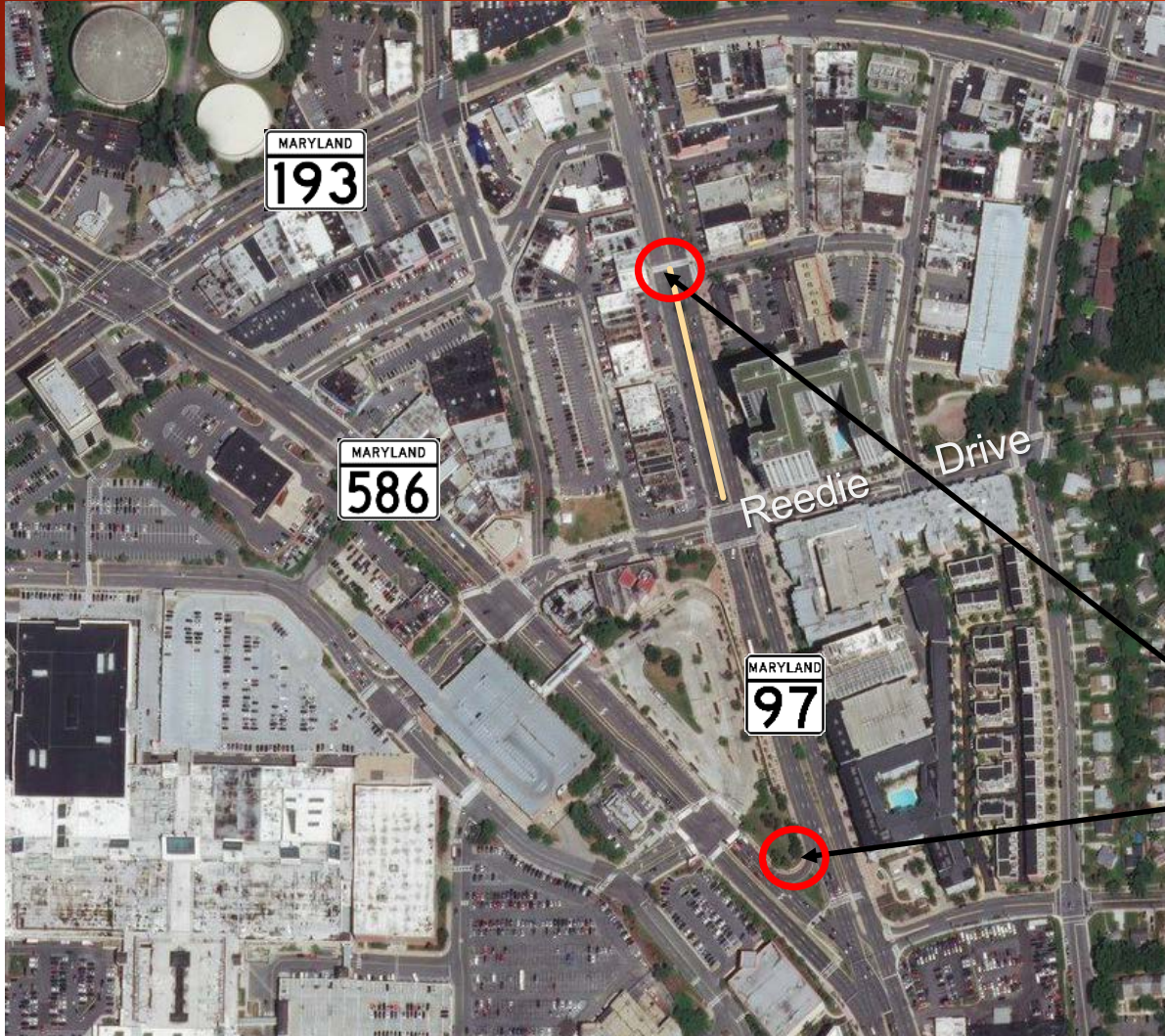
- ▶ **Short Term**
Lane Use, Width, Traffic Control, Striping,
Lower Speed Limits in CBDs
- ▶ **Mid Term**
Minor Geometric Fixes
- ▶ **Long Term**
Major Projects, Realignment





WHERE TO START?

IMPROVEMENTS TO MD 97 - Wheaton



Short Term Projects

- Remark & Upgrade All Crosswalks in Central Business District (CBD)
- Ped Recall at All Signals in CBD
- Curb Markers

Mid Term Projects

- Median Fence between Reedie Drive and Price Avenue
- Lead Pedestrian Interval at Reedie Drive

Long Term Options

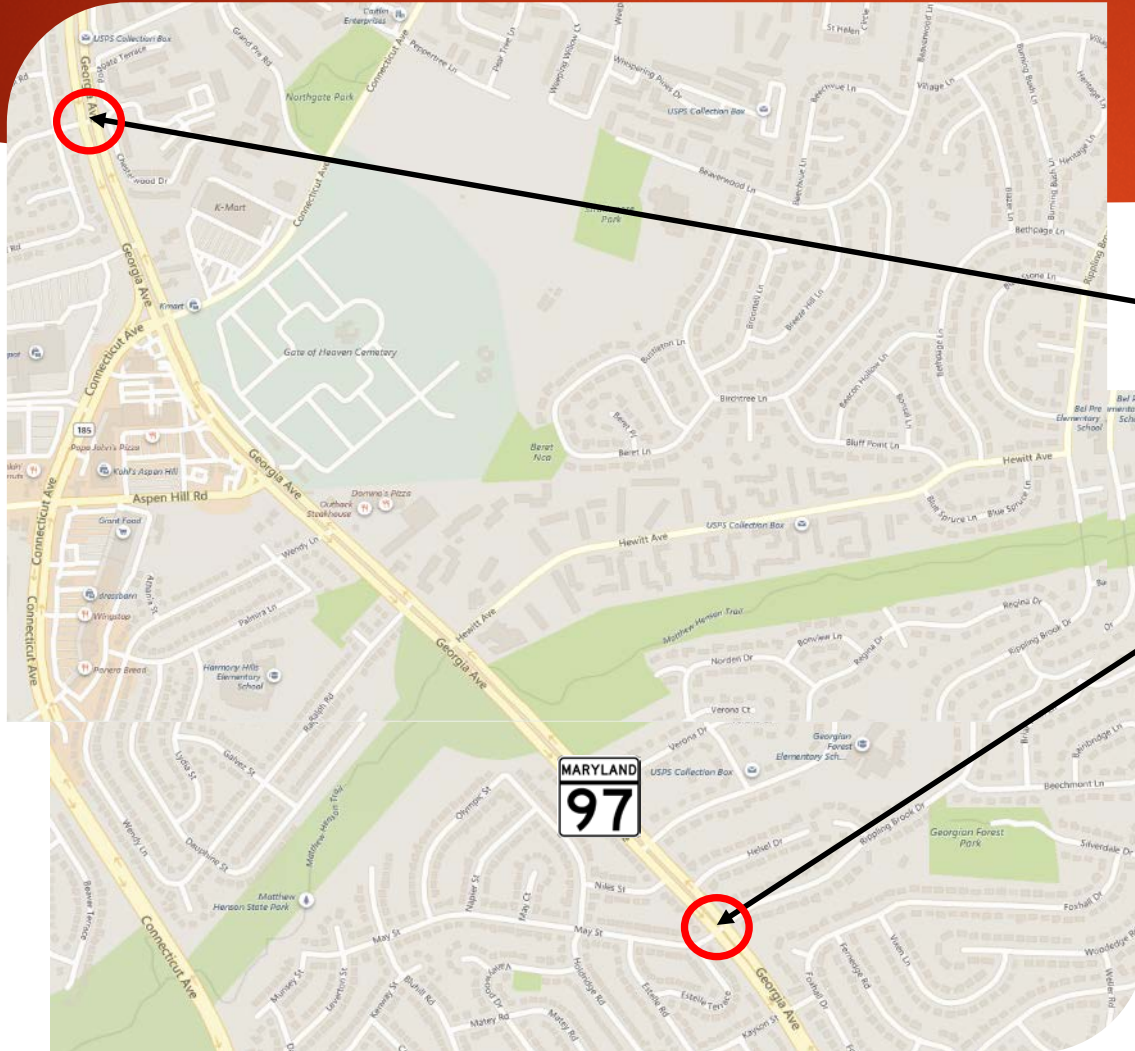
- Ped Signal Study at Price Avenue
- Increase Intersection Lighting
- Pedestrian Access Improvement Study near the intersection of MD 586 and Prichard Road
- Evaluate Bus Stop Locations with MCDOT

Redesign for Pedestrian Focus



STATE HIGHWAY
ADMINISTRATION

IMPROVEMENTS TO MD 97 – Aspen Hill



Short Term Projects

Remark & Upgrade All Crosswalks and Stop-Bars

Review and Adjust Ped Timing

New Signal at MD 97 and Heathfield w/ APS/CPS and crosswalks – **Installed by December 2018.**

Mid Term Projects

New Signal at MD 97 at May Street/ Rippling Brook w/ APS/CPS and crosswalks – **Installed by Summer 2019.**

Long Term Options

Lane Width Reduction

New Intersection Lighting As Needed

Redesign for Pedestrian Focus





MOVING FORWARD - PARTNERSHIP

PARTNERSHIP

Education & Enforcement

- ▶ EDUCATION CAMPAIGN
- ▶ ENFORCEMENT
- ▶ DESIGNING FOR PEDESTRIANS



CORRIDOR APPROACH

- ▶ Revamped pedestrian safety audit - identify corridors (approximately 1 mile).
- ▶ Selected corridor considers:
 - Land use characteristics and pedestrian generators
 - Severity of crashes, fatalities, crash patterns, frequency of severe crashes, ratio of severe crashes to overall crashes, district priority list
- ▶ Re-evaluated all PRSA corridors.
- ▶ Streamlined PRSA process.
- ▶ Focused process on implementation.





Thank you.

Greg Slater, MDOT SHA Administrator

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