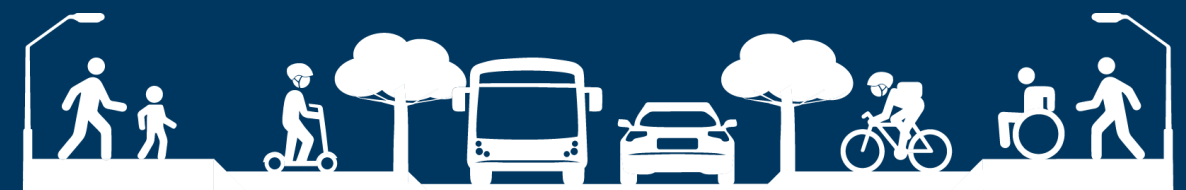




VISION ZERO

Fiscal Years 2022-23 Work Plan



VISION  ZERO

ZERO TRAFFIC DEATHS IN MoCo

FY22-23 WORK PLAN

Supplemental version of work plan

This supplemental version of the County Fiscal Year (FY) 2022-23 work plan details the work assigned under each action item. Each action item and its associated tasks are given individual pages to provide easier navigation between the plan's 3 pillars (Complete Streets, Multimodal Future, and Culture of Safety) and the 45 action items.

Under the Vision Zero 2030 Action Plan, work plans are updated every even (22, 24, 26) year to make continual progress on all 45 action items.



Complete Streets – create streets 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.



Multimodal Future – ensure that the design, construction, and operation of existing or new travel options do not create hazards and work to remove existing ones.

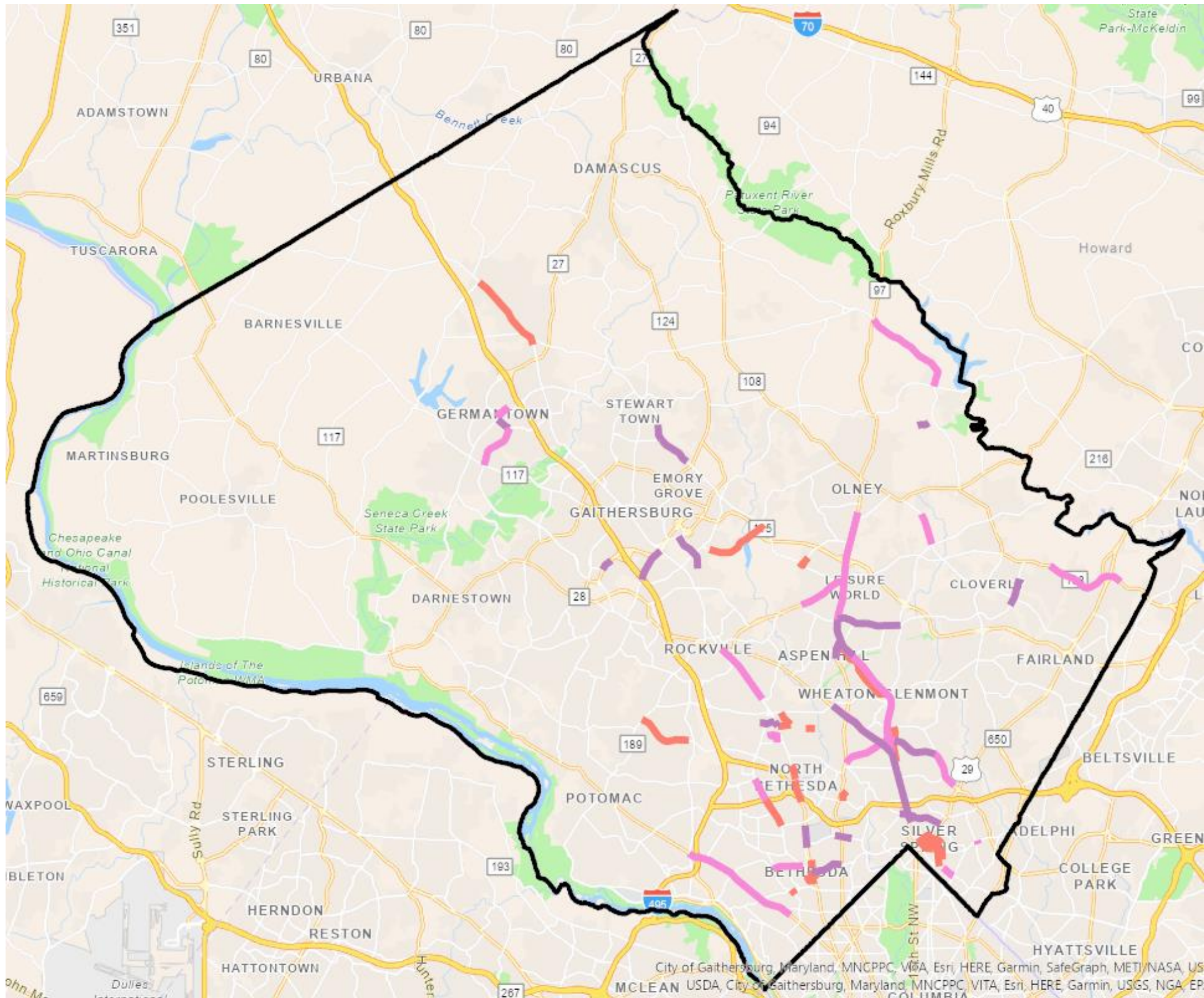


Culture of Safety - reduce risky behaviors such as speeding and impaired driving and grow protective behaviors such as wearing seatbelts.

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Ongoing Project Updates

Stay up-to-date on the Vision Zero work plan by visiting the [Vision Zero website](#).

To get detailed project information, visit Montgomery County Department of Transportation's [Project Page](#) or the State Highway Administration's [Project Portal](#).



How to Read the Action Item Descriptions

Each action item in the work plan has the same elements and are described in detail below.

- **Action Item Details:** Provides additional information about the long-term action item.
- **Action Item Description:** Long-term action item description. This describes the ongoing work throughout the plan's lifetime to fully implement the action item.
- **Lead:** Department(s) that will be directly involved and providing resources to implement the action item.
- **Contributor:** Department(s) that have a minor or supporting role and work with the lead department(s) to implement the action item.
- **Crash Reduction Factor:** Rating from 1 to 3, with three being highest, of the expected decrease in crashes based on leading practices and evidence from County or relevant studies.
- **Accessibility Factor:** Rating from 1 to 3, with three being highest, of the positive impact the action item would have on safe travel for people with disabilities in the County.
- **Racial Equity & Social Justice Factor:** Rating from 1 to 3, with three being the highest, of the positive impact the action item would have on reducing the disparate traffic safety outcomes between race and ethnic groups.
- **Investment Factor:** Rating from 1 to 3, with three being highest, of the estimated annual impact to the County budget above current funding to implement the action item over the next decade:
- **Priority:** If there is a blue star on the page, the action item is a top ten action item for the Action Plan. Priority actions have the potential to have the highest impact on reducing serious and fatal injuries, can be applied across the transportation network, and support safe travel for all modes.
- **Why do this:** An explanation of why this action item is in the Plan and how it is expected to affect traffic safety in the county.
- **Budget Sources:** Programs and projects in the operating and capital budgets for the County that will provide resources to complete the action items for the two years of the Plan. If there are outside grant opportunities to support work in the action item, the grant source is listed.

Two Year Work Plan: Lists out the tasks underway during fiscal years 2022 and 2023 to implement the action item.

- **Fiscal Year (FY) 2022 Work Plan:**
 - List of work to be performed during the first fiscal year (July 1 to June 30). Items in year one are typically within the current scope of existing resources.
- **Fiscal Year (FY) 2023 Work Plan:**
 - List of work to be performed during the second fiscal year (July 1 to June 30). Year 2 is a full budget update year, so potential new funding requests are here.

Rating System for Impact Factors

The following describes the 1-to-3-point rating scale for the crash reduction, accessibility, racial equity and social justice, and investment factors.

- **Crash Reduction Factor:** Rating from 1 to 3, with three being highest, of the expected decrease in crashes based on leading practices and evidence from County or relevant studies.
 - N/A – Enabling Step: The action itself will not reduce crashes but will aid the County in implementing Vision Zero.
 - 1 - Limited evidence that the action has a direct impact on reducing crashes or existing evidence show low impact on crashes (<10%).
 - 2 - Existing evidence show medium impact on crashes (11-45%).
 - 3 - Existing evidence show high impact on crashes (>45%).
- **Accessibility Factor:** Rating from 1 to 3, with three being highest, of the positive impact the action item would have on safe travel for people with disabilities in the County.
 - N/A – Enabling Step: The action itself will not impact accessibility but will aid the County in implementing Vision Zero.
 - 1 - Without careful consideration for accessibility, implementation could negatively harm accessibility for people with disabilities. This includes introduction of new designs to the County.
 - 2 – Implementation would not largely affect accessibility compared to the current state.
 - 3 – Implementation would positively affect accessibility compared to the current state.
- **Racial Equity & Social Justice Factor:** Rating from 1 to 3, with three being the highest, of the positive impact the action item would have on reducing the disparate traffic safety outcomes between race and ethnic groups.
 - N/A – Enabling Step: The action itself will not impact racial equity but will aid the County in implementing Vision Zero.
 - 1 - Without careful consideration for racial equity, implementation could further the gap or planned expenditures do not address the existing gap.
 - 2 – Implementation makes some efforts of closing the gap.
 - 3 – Implementation addresses existing inequities and works to close the gap.
- **Investment Factor:** Rating from 1 to 3, with three being highest, of the estimated annual impact to the County budget above current funding to implement the action item over the next decade:
 - 1 – Implementation can be done within current resources or additional costs are low (<\$100k).
 - 2 - Implementation would have a marginal increase in annual budgets (\$100k to \$1M).
 - 3 - Implementation would require a substantial increase in annual budgets (>\$1M).



COMPLETE STREETS

Safe Streets, Safe Speeds

Complete Streets: Safe Streets Action Items

Action Item	Priority Action	Page Number
S-1: High Injury Network Projects	★	10
S-2: Intersection Redesign		11
S-3: Frequent, Protected Crossings	★	12
S-4: Signal Timing and Phasing	★	13
S-5: Corridor Access Management		14
S-6: Roadway Departure		15
S-7: Separated, Low-Stress Bicycle Facilities	★	16
S-8: Safe Trail Crossings		17
S-9: Safe Routes to School Engineering Projects		18
S-10: Provide Safety Upgrades During Routine Maintenance		19
S-11: Improved Lighting	★	20
S-12: Sidewalk Repair and Clearance		21
S-13: Sidewalk Construction and Upgrades	★	22
S-14: High Visibility Equipment and Markings		23
S-15: Shared Streets		24
S-16: Data Informed Decisions		25
S-17: Equitable Project Intake and Selection		26

Complete Streets: Safe Speeds Action Items

Action Item	Priority Action	Page Number
M-1: Examine Speed Limit on all Projects	★	27
M-2: Speed Management Policy		28
M-3: Enforcement of Speed Limits		29

S-1: High Injury Network Projects



Action Item Details

- **Action Item Description:** 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.
- **Lead:** Transportation, State Highway Admin.
- **Contributor:** N/A
- **Crash Reduction Factor:** 3
- **Accessibility Factor:** 3
- **Racial Equity & Social Justice Factor:** 3
- **Investment Factor:** 3
- **Why Do This?:** Vision Zero requires a proactive approach to place limited resources in areas with the highest return on safety and equitable distribution compared to request-driven programming. Road safety audits can reduce crashes upwards of 60%.
- **Budget Sources:** [P500333](#) - Pedestrian Safety, [P507017](#) - Intersection and Spot Improvements. Grant opportunities - MWCOG Regional Safety Program (study and design only).

Two Year Work Plan

- **FY22 Work Plan:**
 - Studies: Aspen Hill (Georgia Ave from Hewitt Avenue to Bel Pre Road and Connecticut Avenue from Georgia Avenue to Independence Street), New Hampshire Avenue from Oakview Drive to Southampton Drive, 1 additional High Injury Network corridor.
 - Begin design: Randolph Rd from Colie Drive to Hunters Lane, Sam Eig Highway from end of I-370 to Diamondback Drive.
 - Begin construction: Shady Grove Rd from I-270 to Frederick Road (signal modifications), Crabbs Branch Way from Shady Grove Road to Indianola Drive, and Bel Pre Road from Georgia Avenue to Layhill Road (beacons).
- **FY23 Work Plan:**
 - Studies: 3 High Injury Network corridors.
 - Design: 2 High Injury Network corridors.
 - Begin construction: Randolph Rd HIN, Sam Eig Hwy from I-370 to Diamondback

S-2: Intersection Redesign

Action Item Details

- **Action Item Description:** Shorten crossing distances for pedestrians and cyclists and slow down the turning speed of vehicles through intersection modifications. Utilize quick build materials where appropriate.
- **Lead:** Transportation, State Highway Admin.
- **Contributor:** N/A
- **Crash Reduction Factor:** 3
- **Accessibility Factor:** 3
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 2
- **Why do this?:** Reducing pedestrian exposure and slowing turning vehicles can prevent crashes and serious injuries. 56% of serious and fatal injuries occurred at or related to intersections.
- **Budget Sources:** [P500333](#) - Pedestrian Safety, [P507017](#) - Intersection and Spot Improvements, [P502106](#) - White Flint Metro Station Access Improvements, [P501903](#) – Beach Drive over Silver Creek (M-PK24), [P500119](#) – Bethesda Bikeway & Pedestrian Facilities, [P0501209](#) – MD 355 Crossing (BRAC).

Two Year Work Plan

- **FY22 Work Plan:**
 - Inventory all free right turns/"porkchops" on County and State roadways. Identify priority intersections for safety upgrades (removal, install raised crosswalk, signing, etc.)
 - Utilize quick build materials (flex posts, quick curb, signing, and pavement markings) or full buildout (concrete curb and gutter bump-out) as appropriate for interim safety treatments that include vehicle speed reduction and warnings at motor vehicle and pedestrian conflict locations.
 - Design reconfiguration of Old Georgetown Road and Rockville Pike intersection with removal of hot right turn lanes.
 - Construct Old Georgetown Road & Tilden Lane intersection improvements.
 - Intersection redesigns for bike facilities installed under action S-7: Bethesda Ave & Woodmont Ave, Bethesda Ave & Wisconsin Ave, Montgomery Ave & Wisconsin Ave.
 - Complete construction of Rockville Pike and Center/South Wood Drive and Wisconsin Avenue and Woodmont as part of the Base Realignment and Closure project.
- **FY23 Work Plan:**
 - Begin construction Randolph Road HIN intersection improvements.
 - Construct reconfiguration of Old Georgetown Road and Rockville Pike intersection with removal of hot right turn lanes.
 - Begin construction of Tower Oaks & Montrose Road intersection improvements.
 - Begin construction of Seneca Road & Esworthy Road intersection improvements.
 - Begin construction of Fenton Street and Philadelphia Avenue intersection improvements.

S-3: Protected Crossings

Priority

Action Item Details

- **Action Item Description:** Provide additional protected crossing locations by installing new traffic signals and beacons, with priority installations in high crash risk areas with infrequent crossing opportunities.
- **Lead:** Transportation, State Highway Admin.
- **Contributor:** Parks
- **Crash Reduction Factor:** 3
- **Accessibility Factor:** 3
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 2
- **Why do this?:** Provide safe, convenient crossings to reduce crossing outside of crosswalks. Pedestrian hybrid beacons can reduce pedestrian-involved crashes by 55%.
- **Budget Sources:** [P507154](#) - Traffic Signals, [P500333](#) - Pedestrian Safety, [P507017](#) - Intersection and Spot Improvements. Grant opportunities – MDOT SHA Highway Safety Improvement Program.

Two Year Work Plan

- **FY22 Work Plan:**
 - Three pedestrian hybrid beacons along Bel Pre Road between Georgia Avenue and Layhill Road.
 - Install pedestrian hybrid beacon at Westlake Drive & Lakeview Drive.
 - Install two pedestrian hybrid beacons along Fenton Street at Roeder Road and Whole Foods Driveway.
 - Install pedestrian hybrid beacon at Randolph Road & Randolph Village.
 - Install new traffic signal at Sangamore Road & Walhonding Road.
- **FY23 Work Plan:**
 - Install at minimum five signals and beacons.

S-4: Signal Timing and Phasing

Priority

Action Item Details

- **Action Item Description:** Where appropriate, modify signal phasing and timing to provide protection for all road users.
- **Lead:** Transportation, State Highway Admin.
- **Contributor:** N/A
- **Crash Reduction Factor:** 2
- **Accessibility Factor:** 3
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 2
- **Why do this?:** 56% of serious and fatal injuries occurred at or related to intersections. Signal phasing changes, such as providing pedestrians 3-7 seconds to cross roadways before vehicles can turn can lower pedestrian-vehicle crashes by 13% at intersections.
- **Budget Sources:** [P507154](#) - Traffic Signals, [P500333](#) - Pedestrian Safety, [P507017](#) - Intersection and Spot Improvements.

Two Year Work Plan

- **FY22 Work Plan:**
 - Review and develop updated signal policy/guidelines for expansion of No Turn on Red, Lead Pedestrian Intervals, auto pedestrian recall, pedestrian/ vehicle detection equipment, overnight traffic signal flash operations, exclusive vs permissive phasing for left turns across more than two lanes, and priority corridors for new signals and beacons.
 - Signal phasing and timing changes along HIN corridors moving to construction in S-1.
- **FY23 Work Plan:**
 - Begin implementation of new signal policy.
 - Signal phasing and timing changes along HIN corridors moving to construction in S-1.

S-5: Corridor Access Management

Action Item Details

- **Action Item Description:** 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.
- **Lead:** Transportation, State Highway Admin.
- **Contributor:** N/A
- **Crash Reduction Factor:** 2
- **Accessibility Factor:** 3
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 2
- **Why do this?:** 20% of serious and fatal crashes that occurred at or was related to an intersection or interchange had no traffic control device or person present.
- **Budget Sources:** [P507154](#) - Traffic Signals, [P507017](#) - Intersection and Spot Improvements.

Two Year Work Plan

- **FY22 Work Plan:**
 - Evaluate signalized and unsignalized left turns across more than two lanes for potential safety issues in High Injury Network corridors.
- **FY23 Work Plan:**
 - Implement safety improvements to address identified left turn issues at 5 intersections.
 - Explore new grant and funding opportunities to support future work in this action item.

S-6: Roadway Departure

Action Item Details

- **Action Item Description:** 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.
- **Lead:** Transportation, State Highway Admin.
- **Contributor:** N/A
- **Crash Reduction Factor:** 2
- **Accessibility Factor:** 2
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 2
- **Why do this?:** 24% of serious or fatal injury crashes for motor vehicle occupants involve running off the road and 34% of vehicle occupant fatalities occur at curves in the road.
- **Budget Sources:** [P508113](#) - Guardrail Projects, explore grant and funding opportunities to support work in this action item.

Two Year Work Plan

- **FY22 Work Plan:**
 - Identify road sections with high risk for run-off-the-road crashes and prioritize needed improvements.
- **FY23 Work Plan:**
 - Utilize paving and safety programs to begin systematically upgrading dangerous roadway segments using proven countermeasures such as rumble strips, signage, high friction pavement, safety curb, etc.
 - Explore grant and funding opportunities to support work in this action item.

S-7: Separated, Low-Stress Bicycle Facilities



Action Item Details

- **Action Item Description:** 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.
- **Lead:** Transportation, Parks, State Highway Admin.
- **Contributor:** Planning
- **Crash Reduction Factor:** 2
- **Accessibility Factor:** 2
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 3
- **Why do this?:** Creating separated spaces for all users of the transportation network in dense, multi-modal areas provides for enhanced safety, comfort, and predictability for movements.
- **Budget Sources:** [P502002](#), [P507596](#), [P502003](#), [P502004](#), [P501532](#), [P500119](#), [P501316](#), [P501110](#), [P502001](#), [P502109](#), [P501902](#), [P501744](#), [P509337](#), [P501506](#), Grant opportunities: MDOT Kim Lamphier Bikeways Network Program, MWCOG Transportation Land-Use Connections Program.

Two Year Work Plan

- **FY22 Work Plan:**
 - Design for 10 projects: Capital Crescent Trail (Phase II), Fenton St Cycletrack, Dale Dr Shared Use Path, Marinelli Road (Phase II), Bradley Boulevard (MD-191) Improvements, Heritage Triangle Trail (Phase 1), Frederick Road (MD 355) Clarksburg Shared Use Path, Seven Locks Road Bikeway (begin facility planning), Tuckerman Lane Sidewalk and Bikeway (reach 35% design phase), BiPPA – Wheaton CBD.
 - Construction starting or continuing on 11 projects: Capital Crescent Surface Trail (Phase I), Capital Crescent Trail along the Purple Line, Glenmont/Aspen Hill Neighborhood Greenway Pilot, Grove Street Neighborhood Greenway Pilot, Metropolitan Branch Trail, Marinelli Road (Phase I), Beach Drive over Silver Creek, Emory Lane Shared Use Path, Cameron Steet to Panning Place Bikeway, White Flint West Workaround, BiPPA – Grosvenor Rockville Pike Shared Use Path.
- **FY23 Work Plan:**
 - Design for 3 projects: Bethesda Loop (Phase II & III projects), Sandy Spring Bikeway, Seven Locks Road Bikeway (reach 35% design phase).
 - Construction starting or continuing on 10 projects: Capital Crescent Trail along Purple Line, Metropolitan Branch Trail, BiPPA – Purple Line, Marinelli Road (Phase II), Bethesda Loop (Phase II), Fenton Street and Philadelphia Avenue Intersection Improvements, MacArthur Boulevard (Segment I), Good Hope Road Shared Use Path, White Flint West Workaround, BiPPA – Grosvenor Rockville Pike Shared Use Path.

Learn more about these projects on MCDOT's [Bikeways Project Page](#).

S-8: Safe Trail Crossings

Action Item Details

- **Action Item Description:** 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.
- **Lead:** Parks
- **Contributor:** Transportation
- **Crash Reduction Factor:** 2
- **Accessibility Factor:** 3
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 1
- **Why do this?:** Park trails cross 156 intersections in the County and create conflict points between trail users and cross traffic.
- **Budget Sources:** [P871905](#) - Vision Zero (Parks).

Two Year Work Plan

- **FY22 Work Plan:**
 - Continue systematic upgrades of trail crossings at 8-12 crossings per year.
- **FY23 Work Plan:**
 - Continue systematic upgrades of trail crossings at 8-12 crossings per year.

S-9: Safe Routes to School Engineering Projects

Action Item Details

- **Action Item Description:** 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.)
- **Lead:** Transportation, State Highway Admin., Public Schools, Police
- **Contributor:** Planning
- **Crash Reduction Factor:** 3
- **Accessibility Factor:** 3
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 2
- **Why do this?:** Safety improvements made within a quarter mile of MCPS schools by MCDOT have lowered the number of pedestrians and cyclists struck by motor vehicles and create more opportunities for students to safely walk or bike to school.
- **Budget Sources:** [P509036](#) - Transportation Improvements for Schools, [P500333](#) - Pedestrian Safety, [Operating Budget Program](#) – Community/Transportation Safety.

Two Year Work Plan

- **FY22 Work Plan:**
 - Perform five walkability audits.
 - Construct short and mid-term recommendations for at minimum five school walksheds.
 - Construct three spot improvements within school walksheds.
 - Conduct a one-time study of prioritized sidewalk gaps and needs for County public schools outside of municipalities.
- **FY23 Work Plan:**
 - Reduce speed limits on targeted roadways around priority schools.
 - Evaluate CSDG to consider how transit corridors, school zones and walksheds should be incorporated as an overlay for the new street types.
 - Perform five walkability audits.
 - Construct short and mid-term recommendations for at minimum five school walksheds.
 - Construct three spot improvements within school walksheds.
 - Seek changes to State law that will allow the County to implement new requirement for new construction or major reconstruction at school site to perform road safety audit.

S-10: Provide Safety Upgrades During Routine Maintenance

Action Item Details

- **Action Item Description:** 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.
- **Lead:** Transportation, State Highway Admin.
- **Contributor:** Utility companies
- **Crash Reduction Factor:** 2
- **Accessibility Factor:** 3
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 2
- **Why do this?:** Utilizing planned roadway and tree maintenance projects provides opportunities to implement safety projects across the county.
- **Budget Sources:** [P508527](#) - Resurfacing: Primary/Arterial, [P500511](#) - Resurfacing: Residential/Rural Roads, [P500700](#) - Street Tree Preservation.

Two Year Work Plan

- **FY22 Work Plan:**
 - Develop and implement a new project workflow and checklist to aid in coordinating projects for annual paving season.
 - Kensington Parkway shoulder improvements.
- **FY23 Work Plan:**
 - Explore resources in MCDOT to assist in coordinating and implementing projects across government, development, and utilities.
 - Evaluate Primary/Arterial Roads Resurfacing Program for candidate projects.

S-11: Improved Lighting



Action Item Details

- **Action Item Description:** 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.
- **Lead:** Transportation, Utility companies
- **Contributor:** N/A
- **Crash Reduction Factor:** 2
- **Accessibility Factor:** 2
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 1
- **Why do this?:** Two-thirds of pedestrian fatalities occurred in the dark.
- **Budget Sources:** [P507055](#) – Streetlighting, [P500512](#) - Streetlight Enhancements - CBD/Town Center.

Two Year Work Plan

- **FY22 Work Plan:**
 - Update the County's streetlight policy with emphasis on improving safety at intersections and high pedestrian and bicycle traffic areas.
 - Encourage use of MC311 and streetlight apps to report burnt out lights.
 - Bethesda CBD upgrades thru FY24.
 - Infill lighting projects based on crash and safety data.
- **FY23 Work Plan:**
 - Bethesda CBD upgrades thru FY24.
 - Infill lighting projects based on crash and safety data.

S-12: Sidewalk Repair and Clearance

Action Item Details

- **Action Item Description:** 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.
- **Lead:** Transportation
- **Contributor:** State Highway Admin.
- **Crash Reduction Factor:** 1
- **Accessibility Factor:** 3
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 2
- **Why do this?:** Moving sidewalk repairs to a more proactive repair model will identify and fix problems without a community request, but will still allow for requests.
- **Budget Sources:** [P508182](#) - Sidewalk and Curb Replacement.

Two Year Work Plan

- **FY22 Work Plan:**
 - Utilize sidewalk survey to prioritize fixes and repairs for critical maintenance issues.
- **FY23 Work Plan:**
 - Utilize sidewalk survey to prioritize fixes and repairs for critical maintenance issues.

S-13: Sidewalk Construction and Upgrades



Action Item Details

- **Action Item Description:** 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.
- **Lead:** Transportation
- **Contributor:** State Highway Admin.
- **Crash Reduction Factor:** 2
- **Accessibility Factor:** 3
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 1
- **Why do this?:** Providing separation between pedestrians and motor vehicles creates room for error (roadway departures and falls) and encourages active transportation options.
- **Budget Sources:** [P506747](#) - Sidewalk Program Minor Projects, [P502106](#) - White Flint Metro Station Access Improvements, [P501908](#) - Oak Drive/MD 27 Sidewalk, [P0501902](#) - Good Hope Road Shared Use Path, [P0501734](#) - Franklin Avenue Sidewalk.

Two Year Work Plan

- **FY22 Work Plan:**
 - Planning for Veirs Mill Rd BiPPA sidewalk improvements.
 - Grove St Walking Lane Pilot Treatment.
 - Construct sidewalk upgrades along MD355 in White Flint.
 - Construct Oak Drive Sidewalk.
 - Sidewalk program minor projects – construct 24,000 linear feet of sidewalk.
- **FY23 Work Plan:**
 - Construct shared use path along Good Hope Rd.
 - Construct Franklin Avenue sidewalk.
 - Sidewalk program minor projects - construct 24,000 linear feet of sidewalk.

See [action S-7](#) for shared use path projects being designed and built to support walking and biking.

S-14: High Visibility Equipment and Markings

Action Item Details

- **Action Item Description:** Continue using regular maintenance to upgrade traffic signals to have retroreflective borders and refresh/install new crosswalks with continental striping.
- **Lead:** Transportation, State Highway Admin.
- **Contributor:** N/A
- **Crash Reduction Factor:** 2
- **Accessibility Factor:** 3
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 1
- **Why do this?:** Improving visibility of traffic signals, signs, and crosswalks can improve driver compliance with stopping at crosswalks, stop signs, and stop lights.
- **Budget Sources:** [Operating Budget Program](#) – MCDOT – Community/Transportation Safety, [P507154](#) - Traffic Signals.

Two Year Work Plan

- **FY22 Work Plan:**
 - Refresh or install at minimum 500 crosswalks with continental striping.
 - Install at minimum 10 retroreflective borders at new / existing signalized / PHB intersections.
- **FY23 Work Plan:**
 - Refresh or install at minimum 500 crosswalks with continental striping.
 - Install at minimum 10 retroreflective borders at new / existing signalized / PHB intersections.

S-15: Shared Streets

Action Item Details

- **Action Item Description:** 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.
- **Lead:** Transportation, Parks, Urban Districts
- **Contributor:** Planning
- **Crash Reduction Factor:** 1
- **Accessibility Factor:** 2
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 1
- **Why do this?:** The Shared Streets program created during the COVID-19 pandemic provided a model to make quick changes to the roadway to benefit restaurants, retail, walking, and cycling.
- **Budget Sources:** [Operating Budget Program](#) – MCDOT – Community/Transportation Safety, [P507596](#) - Bikeway Program Minor Projects (for greenways), Grant opportunities: MDOT Kim Lamphier Bikeways Network Program, MWCOG Transportation Land-Use Connections Program.

Two Year Work Plan

- **FY22 Work Plan:**
 - Continue Shared Streets programs during the public health emergency and explore future applications of lessons learned for permanent application.
 - Seek funding opportunities to develop a neighborhood greenway design toolkit to aid in converting existing temporary greenways to permanent treatments and future expansion.
- **FY23 Work Plan:**
 - Update neighborhood block party permit to account for new shared streets when public health emergency is lifted.
 - Develop a strategic plan for the possible continuation and expansion of Shared Streets model.

S-16: Data Informed Decisions

Action Item Details

- **Action Item Description:** 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.
- **Lead:** Police, Planning, Transportation, Management and Budget
- **Contributor:** Vision Zero Coordinator, Maryland Highway Safety Office, Maryland State Police
- **Crash Reduction Factor:** N/A
- **Accessibility Factor:** N/A
- **Racial Equity & Social Justice Factor:** N/A
- **Investment Factor:** 1
- **Why do this?:** Vision Zero requires a proactive approach to place limited resources in areas with the highest return on safety and equitable distribution compared to request-driven programming.
- **Budget Sources:** [Operating Program](#) – Vision Zero Non-Departmental Account, [Operating Budget Program](#) – MCDOT – Community/Transportation Safety.

Two Year Work Plan

- **FY22 Work Plan:**
 - Planning Department will complete the predictive safety analysis that identifies corridors and intersections with the highest potential for certain crash types.
 - Vision Zero Coordinator along with MCPD will create fatal and serious crash dashboard on Vision Zero website to provide regular updates to the public.
 - MCDOT will develop staff training for developing standardized estimates for a project's safety impact.
 - MCPD will implement updated refresher training for Sergeants approving reports.
- **FY23 Work Plan:**
 - The Office of Management and Budget will update the Pedestrian Safety Impact Statement for CIP projects to a new Vision Zero statement.
 - The Office of Management and Budget, Transportation, and Police will provide for all standalone CIP projects linked to Vision Zero past crash history and expected crash reduction from project implementation in its project description form.
 - MCDOT to explore implementation of changes to their current asset management system to allow for easier tracking of changes to the network and interoperability between divisions.

S-17: Equitable Project Intake and Selection

Action Item Details

- **Action Item Description:** Regularly review program intake processes to ensure resources are being used equitably, meeting community needs, and working towards Vision Zero.
- **Lead:** Transportation, Management and Budget
- **Contributor:** Vision Zero Coordinator
- **Crash Reduction Factor:** N/A
- **Accessibility Factor:** N/A
- **Racial Equity & Social Justice Factor:** N/A
- **Investment Factor:** 1
- **Why do this?:** Implementing Vision Zero requires all traffic safety programs to be data informed, proactive, and equitable, which may come from County identification of issues and resident requests. Improving the triage of incoming requests was a priority recommendation from the Equity Task Force.
- **Budget Sources:** [Operating Program](#) – Vision Zero Non-Departmental Account.

Two Year Work Plan

- **FY22 Work Plan:**
 - Review program intake process to ensure resources are based on equity, safety, need, and data: sidewalk minor projects program.
 - Review program intake process to ensure resources are based on equity, safety, need, and data: requests to Traffic Engineering and Operations.
- **FY23 Work Plan:**
 - Review program intake process to ensure resources are based on equity, safety, need, and data: bicycle minor projects program.

M-1: Examine Speed Limit on Transportation Projects



Action Item Details

- **Action Item Description:** 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.
- **Lead:** Transportation, State Highway Admin.
- **Contributor:** N/A
- **Crash Reduction Factor:** 2
- **Accessibility Factor:** 2
- **Racial Equity & Social Justice Factor:** 3
- **Investment Factor:** 1
- **Why do this?:** Speed management is a fundamental factor in reducing serious and fatal injuries for all road users.
- **Budget Sources:** [P509523](#) – Neighborhood Traffic Calming, [P509036](#) - Transportation Improvements for Schools, [P500333](#) - Pedestrian Safety.

Two Year Work Plan

- **FY22 Work Plan:**
 - Implement “20 is Plenty” pilot project.
 - Identify projects where a speed limit reduction should be considered.
- **FY23 Work Plan:**
 - Implement speed limit reductions along roads receiving safety and maintenance treatments as appropriate.

M-2: Speed Management Policy

Action Item Details

- **Action Item Description:** Utilize leading, evidence-based practices for setting context sensitive speed limits that align with Vision Zero and the safe systems approach.
- **Lead:** Transportation, State Highway Admin.
- **Contributor:** N/A
- **Crash Reduction Factor:** N/A
- **Accessibility Factor:** N/A
- **Racial Equity & Social Justice Factor:** N/A
- **Investment Factor:** 1
- **Why do this?:** Speed management is a fundamental factor in reducing serious and fatal injuries for all road users.
- **Budget Sources:** [Operating Budget Program](#) – MCDOT – Community/Transportation Safety.

Two Year Work Plan

- **FY22 Work Plan:**
 - Update internal policies for reviewing and setting speed limits and use tools such as USLIMITS2 and safe systems to determine appropriate and context-sensitive speeds.
 - Begin update to County and State laws and policies to allow setting speeds as recommended.
- **FY23 Work Plan:**
 - Continue review and update to County and State laws and policies to allow setting speeds as recommended.

M-3: Enforcement of Speed Limits

Action Item Details

- **Action Item Description:** Utilize hybrid (automated and officer initiated) approach for keeping drivers of motor vehicles at or below the speed limit.
- **Lead:** Police
- **Contributor:** Transportation
- **Crash Reduction Factor:** 2
- **Accessibility Factor:** 2
- **Racial Equity & Social Justice Factor:** 1
- **Investment Factor:** 1
- **Why do this?:** High Visibility Enforcement is a proven countermeasure and universal traffic-safety approach designed to create deterrence and change unlawful and risky driving behaviors.
- **Budget Sources:** [Operating Program](#) – MCPD - Field Services, Grant opportunity: MHSO Grants and Projects for Safety (GPS).

Two Year Work Plan

- **FY22 Work Plan:**
 - Continue using County and MHSO funding for saturation patrols against speeding and aggressive drivers.
- **FY23 Work Plan:**
 - Continue using County and MHSO funding for saturation patrols against speeding and aggressive drivers.

The background image shows a transit station under a clear blue sky. In the foreground, there is a bike rack with several bicycles parked. Behind the rack, a colorful bus with blue, green, and orange stripes is visible. The bus has the word "FLASH" and the website "RideTheFLASH.com" on its side. A pedestrian crossing sign is also visible. A red rectangular graphic element is positioned at the top center of the page.

MULTIMODAL FUTURE

Safe Transportation, Safe and Sustainable Communities, Safe Vehicles

Multimodal Future: Safe Transportation Action Items

Action Item	Priority Action	Page Number
T-1: Pedestrian and Bicycle Infrastructure Improvements Along New Transportation Projects	★	33
T-2: Transit Stop Safety	★	34
T-3: School Bus Stop Safety		35
T-4: Eliminate sidewalk obstructions		36
T-5: Maintenance of Travel (MOT) during sidewalk and road closures		37
T-6: Bike and micromobility parking		38
T-7: Pick up / Drop Off Zones and Loading Management		39
T-8: Snow Removal from Bike Facilities, Sidewalks, and Transit Stops		40
T-9: Parking Lot Design and Construction		41
T-10: Safety Audit of County Owned Parking Lots and Garages		42

Multimodal Future: Safe and Sustainable Communities and Safe Vehicles Action Items

Action Item	Priority Action	Page Number
C: Transportation and Land Use Planning		43
V-1: Safer County Vehicle Fleet		44
V-2: Prepare for Autonomous Vehicles		45

T-1: Pedestrian and Bicycle Infrastructure Improvements Along New Transportation Projects



Action Item Details

- **Action Item Description:** Build pedestrian and bicycle infrastructure and wayfinding for Purple Line and future Bus Rapid Transit (BRT) routes to create complete streets on transit corridors.
- **Lead:** Transportation
- **Contributor:** State Highway Admin.
- **Crash Reduction Factor:** 3
- **Accessibility Factor:** 3
- **Racial Equity & Social Justice Factor:** 3
- **Investment Factor:** 3
- **Why do this?:** Implementation of new transit along high crash highways presents a once-in-a-generation opportunity to redevelop highways into safer multimodal boulevards.
- **Budget Sources:** [P502004](#) – BiPPA – Purple Line, [P501316](#) - Capital Crescent Trail, [P501110](#) – Metropolitan Branch Trail, [P501318](#) - Bus Rapid Transit: System Development, [P501913](#) – Bus Rapid Transit: Veirs Mill Road, [P502005](#) - Bus Rapid Transit: MD 355, Grant opportunities: MDOT Kim Lamphier Bikeways Network Program, MWCOG Transportation Land-Use Connections Program.

Two Year Work Plan

- **FY22 Work Plan:**
 - Continue design on: Veirs Mill Road Bus Rapid Transit, MD 355 Bus Rapid Transit.
 - Construction starting or continuing on: Capital Crescent Trail, Metropolitan Branch Trail.
- **FY23 Work Plan:**
 - Continue design on: Veirs Mill Road Bus Rapid Transit, MD 355 Bus Rapid Transit.
 - Construction starting or continuing on: Purple Line BiPPA improvements, Capital Crescent Trail along Purple Line, Metropolitan Branch Trail.
 - Identify funding source to support developing wayfinding standards for navigating to new transit systems.

T-2: Transit Stop Safety



Action Item Details

- **Action Item Description:** 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.)
- **Lead:** Transportation
- **Contributor:** WMATA, State Highway Admin.
- **Crash Reduction Factor:** 3
- **Accessibility Factor:** 3
- **Racial Equity & Social Justice Factor:** 3
- **Investment Factor:** 2
- **Why do this?:** Many transit stops in the county lack a safe and convenient crossing. Pedestrians have been struck and killed when walking to and from bus stops in the county.
- **Budget Sources:** [P502107](#) - Ride On Bus Route Restructuring Study, [P507658](#) - Bus Stop Improvements.

Two Year Work Plan

- **FY22 Work Plan:**
 - Scope Ride On Bus Route Restructuring Study to incorporate leading practices for safe bus stop placement in developing recommended route changes.
 - Upgrades for 1-2 corridors along high crash risk routes.
- **FY23 Work Plan:**
 - Upgrades for 2-3 corridors along high crash risk routes.
 - Advance design of pilot program in Downtown Silver Spring for urban navigation for people with no and low vision.

T-3: School Bus Stop Safety

Action Item Details

- **Action Item Description:** Systematically review and upgrade school bus stop locations and pick up/drop off at schools to ensure student safety.
- **Lead:** Public Schools
- **Contributor:** Transportation
- **Crash Reduction Factor:** 1
- **Accessibility Factor:** 3
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 1
- **Why do this?:** Provide pickup and drop off locations that minimize the need to cross or wait for a bus along multi-lane roads.
- **Budget Sources:** Montgomery County Public Schools – Student Transportation.

Two Year Work Plan

- **FY22 Work Plan:**
 - Continue review of bus stops along major roadways and moving them to nearby local streets where possible.
 - In relation to work under actions S-9 and S-13, examine sidewalk gaps where there are currently bus routes surrounding MCPS school buildings.
- **FY23 Work Plan:**
 - Continue review of bus stops along major roadways and moving them to nearby local streets where possible.

T-4: Eliminate Sidewalk Obstructions

Action Item Details

- **Action Item Description:** 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.
- **Lead:** Transportation, State Highway Admin., Environmental Protection
- **Contributor:** N/A
- **Crash Reduction Factor:** 1
- **Accessibility Factor:** 3
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 2
- **Why do this?:** Two cyclists were killed in the past five years when they struck an object temporarily placed on the sidewalk and fell into the roadway.
- **Budget Sources:** To be determined.

Two Year Work Plan

- **FY22 Work Plan:**
 - Develop pilot project along University Blvd W for pads along residential properties with no space to place receptacles outside of sidewalk.
- **FY23 Work Plan:**
 - Finalize implementation and evaluate pilot project. If successful and funded, expand to similar corridors.

T-5: Maintenance of Travel (MOT) during Sidewalk and Road Closures

Action Item Details

- **Action Item Description:** 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.
- **Lead:** Permitting Services, Transportation, State Highway Admin.
- **Contributor:** N/A
- **Crash Reduction Factor:** 1
- **Accessibility Factor:** 3
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 2
- **Why do this?:** Short and long-term closures for construction can create unnecessary safety hazards, particularly for pedestrians and cyclists if their travel options are cut off.
- **Budget Sources:** [Operating Program](#) – DPS – Zoning, Well, and Septic Code Compliance.

Two Year Work Plan

- **FY22 Work Plan:**
 - Develop model regulations for construction and utility closures that accounts for maintenance of all travel modes where applicable.
 - Utilize Department of Permitting Services and other data sources to provide real-time notifications on an online map.
- **FY23 Work Plan:**
 - Relevant departments need to identify options and resources for updated regulations to be enforced.

T-6: Bike and Micromobility Parking

Action Item Details

- **Action Item Description:** 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.
- **Lead:** Transportation
- **Contributor:** N/A
- **Crash Reduction Factor:** 1
- **Accessibility Factor:** 3
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 1
- **Why do this?:** The County is encouraging use of more transportation options and keeping bikes and e-scooters off the sidewalk and road helps to eliminate sidewalk obstructions.
- **Budget Sources:** Grant opportunities: MWCOG Transportation Land-Use Connections Program.

Two Year Work Plan

- **FY22 Work Plan:**
 - Seek funding opportunities to identify and prioritize public spaces across Red Policy Areas and Parking Lot Districts that will benefit from micromobility corrals.
 - Continue and expand efforts to encourage proper use and storage of micromobility devices.
- **FY23 Work Plan:**
 - Evaluate effectiveness of corrals that have been installed.

T-7: Curbside Management

Action Item Details

- **Action Item Description:** 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.
- **Lead:** Transportation, Planning
- **Contributor:** N/A
- **Crash Reduction Factor:** 1
- **Accessibility Factor:** 3
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 1
- **Why do this?:** Curbside space, particularly in urban centers, has competing needs for transportation, parking, loading, and delivery which can create potential safety and accessibility conflicts between road users.
- **Budget Sources:** To be determined.

Two Year Work Plan

- **FY22 Work Plan:**
 - Finalize Urban Loading and Delivery Management study on freight and parcel delivery.
- **FY23 Work Plan:**
 - Develop curbside management strategies and regulations to include passenger loading.
 - Implement short term recommendations for pilot in Bethesda from Urban Loading and Delivery Management Study.

T-8: Snow Removal from Bike Facilities, Sidewalks, and Transit Stops

Action Item Details

- **Action Item Description:** Clarify County Government's responsibility for snow clearance from sidewalks and bike lanes similar to how it is cleared from roadways.
- **Lead:** Transportation, Parks, State Highway Admin.
- **Contributor:** General Services
- **Crash Reduction Factor:** 1
- **Accessibility Factor:** 3
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 3
- **Why do this?:** Provide equitable snow removal services for all transportation modes.
- **Budget Sources:** [Operating Program](#) – MCDOT – Transportation Management, Operations and Emergency/Storm Response.

Two Year Workplan

- **FY22 Work Plan:**
 - Explore code modifications and other legal avenues needed to expand street snow removal procedures to minimize snow blockage in front of curb cuts, bus shelters, and transit stops as appropriate and applicable.
- **FY23 Work Plan:**
 - Procure additional equipment or contractor service if need to ensure protected bike lanes can be cleared.

T-9: Parking Lot Design and Construction

Action Item Details

- **Action Item Description:** Redeveloped or newly constructed parking lots and garages are safe for pedestrians, cyclists, and people using assistive mobility devices to access and navigate.
- **Lead:** Planning
- **Contributor:** Transportation
- **Crash Reduction Factor:** N/A
- **Accessibility Factor:** N/A
- **Racial Equity & Social Justice Factor:** N/A
- **Investment Factor:** 1
- **Why do this?:** 16% of serious and fatal crashes involving pedestrians occur in parking lots and driveways.
- **Budget Sources:** To be determined.

Two Year Work Plan

- **FY22 Work Plan:**
 - No year one item.
- **FY23 Work Plan:**
 - Utilize mandatory referral process to prioritize parking lot safety improvements.
 - Update parking lot design standards to ensure new or rebuilt lots and garages prioritize and provide parking for people with disabilities, bikes, and micromobility devices.

T-10: Safety Audit of County Owned Parking Lots and Garages

Action Item Details

- **Action Item Description:** Review and modify County owned parking lots and garages to eliminate conflicts when entering and navigating the facilities.
- **Lead:** Transportation
- **Contributor:** N/A
- **Crash Reduction Factor:** 1
- **Accessibility Factor:** 3
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 2
- **Why do this?:** Conditions exist that may result in pedestrians and cyclists being struck near the entrances and exits to County owned lots and garages.
- **Budget Sources:** [P501312](#) – Facility Planning Parking: Wheaton Parking District, [P501313](#) – Facility Planning Parking: Bethesda Parking Lot District, [P501314](#) – Facility Planning Parking: Silver Spring Parking Lot District.

Two Year Work Plan

- **FY22 Work Plan:**
 - Conduct a safety analysis of existing county owned lots and garages to prioritize properties that may need modifications.
- **FY23 Work Plan:**
 - Implement a safety upgrade program for County lots and garages based on the safety analysis.

C: Transportation and Land Use Planning

Action Item Details

- **Action Item Description:** Incorporate Vision Zero and a safe systems approach into functional and area master plans, development review, and subdivision staging.
- **Lead:** Planning
- **Contributor:** Transportation
- **Crash Reduction Factor:** N/A
- **Accessibility Factor:** N/A
- **Racial Equity & Social Justice Factor:** N/A
- **Investment Factor:** 1
- **Why do this?:** Land use planning is closely connected with the success of expanded mobility choices and lowering the distance and number of trips needed to be made by car.
- **Budget Sources:** Montgomery County Planning.

Two Year Work Plan

- **FY22 Work Plan:**
 - Approval of updated General Plan (Thrive 2050).
 - Develop a framework for incorporating Vision Zero in Master Plans.
- **FY23 Work Plan:**
 - Approval of Pedestrian Master Plan.
 - Begin University Boulevard Corridor Plan.

V-1: Safer County Vehicle Fleet

Action Item Details

- **Action Item Description:** 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.
- **Lead:** General Services
- **Contributor:** Transportation, Police, Fire/Rescue Service
- **Crash Reduction Factor:** 1
- **Accessibility Factor:** 2
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 2
- **Why do this?:** Vehicle technologies now available, such as automatic braking, lane assist, and pedestrian detection can reduce the probability of being involved in a crash.
- **Budget Sources:** [Montgomery County Motor Pool Internal Service Fund](#).

Two Year Work Plan

- **FY22 Work Plan:**
 - As part of the zero-emission fleet plan, include considerations for new safety features that may be part of the EV package from vehicle manufacturers.
- **FY23 Work Plan:**
 - As vehicles are replaced, purchase vehicles meeting minimum safety packages defined by DGS.

V-2: Prepare for Autonomous Vehicles

Action Item Details

- **Action Item Description:** Prepare the County's infrastructure for vehicles that will communicate with each other and the infrastructure.
- **Lead:** Vision Zero Coordinator
- **Contributor:** Transportation, General Services, Planning
- **Crash Reduction Factor:** N/A
- **Accessibility Factor:** N/A
- **Racial Equity & Social Justice Factor:** N/A
- **Investment Factor:** 1
- **Why do this?:** Autonomous vehicles may not be a major percentage of the cars on the road by 2030, but investments and planning are needed to prepare for these vehicles.
- **Budget Sources:** [Operating Program](#) – Vision Zero Non-Departmental Account.

Two Year Work Plan

- **FY22 Work Plan:**
 - Continue connected infrastructure pilot and participation on Maryland Connected and Automated Vehicles Working Group.
- **FY23 Work Plan:**
 - Establish a Future Technology Task Force to plan for connected autonomous vehicles (CAVs), the increase in personal conveyances, and future uses for private and commercial drones.

The background image shows a road safety training session. A person in a grey hoodie and helmet is riding a bicycle on a paved road. In the foreground, a sign titled "Zeal's Rules of the Road" is visible, listing safety rules such as "NEVER WEAR HEADPHONES WHILE RIDING", "RIDE SINGLE FILE", "USE LIGHTS AT NIGHT", "YIELD TO PEOPLE WALKING", "ALWAYS WEAR A HELMET", "STOP FOR SCHOOL BUSES LOADING AND UNLOADING", "USE SIGNALS WHEN STOPPING AND TURNING", and "OBEY ALL TRAFFIC SIGNS AND SIGNALS". A person in a yellow safety vest is standing near the sign. The scene is outdoors with trees and buildings in the background.

CULTURE OF SAFETY

Safe People, Safe Post-Crash Response and Care

Culture of Safety: Safe People Action Items

Action Item	Priority Action	Page Number
P-1: Outreach and Education to the Community		49
P-2: Collaboration with Community Partners and Ambassadors		50
P-3: Coordination of Campaigns		51
P-4: Ending Impaired Driving Deaths	★	52
P-5: Expansion of Automated Enforcement		53
P-6: Focused Enforcement Efforts		54
P-7: Expand Safe Routes to School		55
P-8: Bike Riding and Safety Courses		56
P-9: County Employees using Fleet Vehicles		57
P-10: Conspicuity for County Employee Uniforms		58

Culture of Safety: Safe Post-Crash Response and Care Action Items

Action Item	Priority Action	Page Number
R-1: Prompt Medical Service		59
R-2: Planning & Coordination for Safe Traffic Incident Management		60

P-1: Outreach and Education to the Community

Action Item Details

- **Action Item Description:** 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.
- **Lead:** Transportation, Vision Zero Coordinator
- **Contributor:** Public Information Office, Regional Services Centers
- **Crash Reduction Factor:** 1
- **Accessibility Factor:** 2
- **Racial Equity & Social Justice Factor:** 3
- **Investment Factor:** 2
- **Why do this?:** The Equity Task Force recommended the County take a more proactive approach to engage communities that may not be represented in the process and to prioritize vulnerable road users. This action item lays out how the County will be more proactive in its outreach.
- **Budget Sources:** [Operating Program](#) – Vision Zero Non-Departmental Account, [Operating Program](#) – MCDOT – Community/Transportation Safety.

Two Year Work Plan

- **FY22 Work Plan:**
 - As part of the communication guide update, develop updated communication and outreach strategy for safety projects and campaigns.
 - Coordinate safety campaigns with regional, state, and federal agencies and continue seeking grant funding to support efforts.
 - Add motorcycle safety, “move over” law, and older adult safety to the annual safety campaign calendar.
- **FY23 Work Plan:**
 - Identify resources to aid in developing communication and outreach plans for projects with particular focus on multi-lingual outreach.
 - Coordinate safety campaigns with regional, state, and federal agencies and continue seeking grant funding to support efforts.

P-2: Collaboration with Community Partners and Ambassadors

Action Item Details

- **Action Item Description:** 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.
- **Lead:** Transportation, Vision Zero Coordinator
- **Contributor:** Regional Services Centers, Public Information Office, Public Schools, Recreation
- **Crash Reduction Factor:** 1
- **Accessibility Factor:** 2
- **Racial Equity & Social Justice Factor:** 3
- **Investment Factor:** 2
- **Why do this?:** There are limited community outreach resources in departments, so utilization of community partners and ambassadors is necessary to reach more residents.
- **Budget Sources:** [Operating Program](#) – Vision Zero Non-Departmental Account, [Operating Program](#) – MCDOT - Community/Transportation Safety.

Two Year Work Plan

- **FY22 Work Plan:**
 - Update Vision Zero communication guidelines and policy developed in 2018. The update needs to identify local groups (HOAs, PTAs, Condo Associations, etc.) that can be engaged in traffic safety messaging.
 - Continue annual youth ambassador program.
 - Partner with regional and national groups to create older driver and pedestrian campaigns to raise awareness of vulnerability at different ages, changes in reaction times, how to navigate new infrastructure such as protected bike lanes, and transit options for older residents.
 - Work with MCPS to add safety materials for students applying for school parking permits.
 - Work with fellow members of the State's Pedestrian Bicycle Emphasis Area Team (P-BEAT) to identify areas for improvement in MVA renewal questions and provide recommendations.
- **FY23 Work Plan:**
 - Expansion of ambassador program to include adult component.
 - Continue to assess partnerships and establish new ones.
 - Reach out to local driving schools and provide materials about Vision Zero and sharing the road.
 - Work with REC summer camps and AAA Patrol Camp for safety outreach.

P-3: Coordination of Campaigns

Action Item Details

- **Action Item Description:** Wrap around planned safety projects with education, encouragement, outreach, and enforcement.
- **Lead:** Vision Zero Coordinator
- **Contributor:** Transportation, Police, Public Information
- **Crash Reduction Factor:** 2
- **Accessibility Factor:** 2
- **Racial Equity & Social Justice Factor:** 1
- **Investment Factor:** 1
- **Why do this?:** Utilization of education, outreach, and enforcement before and after engineering treatments can improve safety beyond the engineering treatment and helps to engage the neighborhood.
- **Budget Sources:** [Operating Program](#) – Vision Zero Non-Departmental Account, [Operating Program](#) – MCDOT – Community/Transportation Safety, [Operating Program](#) – MCPD - Field Services.

Two Year Work Plan

- **FY22 Work Plan:**
 - Create corridor project plans that account for education, outreach, and enforcement to bookend engineering projects under S-1.
- **FY23 Work Plan:**
 - Create corridor project plans that account for education, outreach, and enforcement to bookend engineering projects under S-1.

P-4: Ending Impaired Driving Deaths

Priority

Action Item Details

- **Action Item Description:** Implement a multifaceted program towards ending impaired driving deaths with focus on prevention and treatment.
- **Lead:** Vision Zero Coordinator, Police
- **Contributor:** Transportation, Public Information, Health and Human Services, Alcohol Beverage Services, Highway Safety Office
- **Crash Reduction Factor:** 2
- **Accessibility Factor:** 2
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 2
- **Why do this?:** Impaired driving is a leading contributing factor in fatal crashes in Montgomery County and across the world. 28% of fatal crashes in the county involve an impaired person.
- **Budget Sources:** [Operating Program](#) – Vision Zero Non-Departmental Account, Grant opportunity: MHSO Grants and Projects for Safety (GPS).

Two Year Work Plan

- **FY22 Work Plan:**
 - Bring together stakeholders to develop an action plan focused on ending impaired driving deaths in Montgomery County.
 - Promote and increase number of joint operations with municipal and State Police as part of high visibility enforcement campaigns focused on interstates and major arterials.
- **FY23 Work Plan:**
 - Implementation of anti-drunk and -drugged driving program developed in FY22.
 - Expand driving under the influence of drugs (DUID) and advanced roadside impaired driving enforcement (ARIDE) training for all MCPD cadets at the academy.

P-5: Expansion of Automated Enforcement

Action Item Details

- **Action Item Description:** 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.
- **Lead:** Police
- **Contributor:** Transportation
- **Cash Reduction Factor:** 2
- **Accessibility Factor:** 2
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 1
- **Why do this?:** Automated traffic enforcement has proven to reduce injury crashes and removes potential for human bias. ATE reduces red light running and can lower serious and fatal injuries by approximately 14%.
- **Budget Sources:** [Operating Program](#) – MCPD - Field Services.

Two Year Work Plan

- **FY22 Work Plan:**
 - Expand deployment of red light and speed cameras to areas with known high crash risk and where allowed under State law.
- **FY23 Work Plan:**
 - Support State legislation to expand automated enforcement for additional violations such as bus lanes, distraction, move over law, occupant protection, over height vehicles, and block the box if the technology has been proven effective, equitable, and protects drivers from unnecessary surveillance.
 - Support state legislation to expand location qualifications for automated speed enforcement to include areas identified as high crash risk and documented speeding problems and remove time limits for ATE around school zones.

P-6: Focused Enforcement Efforts

Action Item Details

- **Action Item Description:** 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.
- **Lead:** Police
- **Contributor:** Transportation
- **Crash Reduction Factor:** 2
- **Accessibility Factor:** 2
- **Racial Equity & Social Justice Factor:** 1
- **Investment Factor:** 1
- **Why do this?:** The 2019 Vision Zero Equity Task Force recommended adopting a program similar to San Francisco's "Focus on the Five" enforcement program to focus MCPD's enforcement efforts around known risky behavior and deemphasize non-moving violations.
- **Budget Sources:** [Operating Program](#) – MCPD - Field Services, Grant opportunity: MHSO Grants and Projects for Safety (GPS).

Two Year Work Plan

- **FY22 Work Plan:**
 - Move from pilot to permanent the reorganization that brings district motor units under the centralized Traffic Division for coordination and prioritization of enforcement efforts.
 - Continue roll-out of "focus on the five" high visibility enforcement (HVE) program in coordination with outreach. Develop a short explainer document on importance of "focus on the five" and equitable traffic enforcement.
 - To offset the financial impact of enforcement, work with State and County legislators, State's Attorney Office to provide alternatives to fines such as community service or attending classes.
- **FY23 Work Plan:**
 - Continue "focus on the five" HVE and assess the initiative's impact on racial equity and social justice to determine if the execution of the program leads to inequitable outcomes.

P-7: Expand Safe Routes to School

Action Item Details

- **Action Item Description:** 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.
- **Lead:** Transportation, Public Schools
- **Contributor:** N/A
- **Crash Reduction Factor:** 2
- **Accessibility Factor:** 2
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 2
- **Why do this?:** Through Safe Routes to School, the County Government and Public Schools can initiate targeted education and engineering projects to improve the pedestrian environment and encourage more students to walk or bike to their school.
- **Budget Sources:** [Operating Program](#) – MCDOT – Community/Transportation Safety, Grant opportunity: MHSO Grants and Projects for Safety (GPS).

Two Year Work Plan

- **FY22 Work Plan:**
 - Develop additional virtual outreach training to expand train-the-trainer program.
 - Partner with additional PTA and Community Associations to increase engagements to parents.
- **FY23 Work Plan:**
 - Explore opportunities for expanding staff or contractors to support Safe Routes to School outreach focused on outreach to limited English families.

P-8: Bike Riding and Safety Courses

Action Item Details

- **Action Item Description:** Expand adult and child beginner biking courses through Commuter Services and Safe Routes to School. Incorporate micromobility device training (e.g., e-scooters).
- **Lead:** Transportation, Public Schools
- **Contributor:** N/A
- **Crash Reduction Factor:** 1
- **Accessibility Factor:** 2
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 2
- **Why do this?:** Bicycle safety courses introduce students to riding a bike and practicing safe behaviors.
- **Budget Sources:** [Operating Program](#) – MCDOT – Community/Transportation Safety, Grant opportunity: MHSO Grants and Projects for Safety (GPS).

Two Year Work Plan

- **FY22 Work Plan:**
 - Expand multi-lingual outreach for adult training programs.
 - Host at minimum five bicycle rodeos at different schools.
- **FY23 Work Plan:**
 - Implement on-bike education pilot program in County Schools.
 - Host at minimum five bicycle rodeos at different schools.

P-9: County Employees using Fleet Vehicles

Action Item Details

- **Action Item Description:** Provide a safe driving program for all County employees that utilize County fleet vehicles.
- **Lead:** General Services, Finance, Police, Fire/Rescue
- **Contributor:** N/A
- **Crash Reduction Factor:** 1
- **Accessibility Factor:** 2
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 2
- **Why do this?:** The County Government as an employer needs to keep its employees safe and a reduction in crashes involving County vehicles can save taxpayer dollars.
- **Budget Sources:** Various department budgets.

Two Year Work Plan

- **FY22 Work Plan:**
 - For departments with driver training (Police, Fire/Rescue Service), include in practical driver training and tests about limiting distractions, seat belt use, and safe speeds similar to current “Arrive Alive” program in MCPD.
 - For non-public safety employees, provide defensive driver training using County Computer Based Training Program and programs similar to the Smith System.
 - Update MCPD policies and training for limiting distractions while driving such as limiting mobile data terminal use for Police Officers.
- **FY23 Work Plan:**
 - Implement a collision review committee to review crashes involving County vehicles and resulting in injuries for departments currently without a review committee.

P-10: Conspicuity for County Employee Uniforms

Action Item Details

- **Action Item Description:** Provide high visibility gear for employees working in or near roadways as uniforms are replaced or purchased for new employees.
- **Lead:** Police, Transportation, Fire/Rescue
- **Contributor:** Vision Zero Coordinator
- **Crash Reduction Factor:** 1
- **Accessibility Factor:** 2
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 1
- **Why do this?:** County employees working on or near roadways can improve their visibility of passing drivers by wearing high visibility gear.
- **Budget Sources:** Various department budgets for uniforms.

Two Year Work Plan

- **FY22 Work Plan:**
 - Identify all county positions that require field work and work with County unions to upgrade uniform policies to include high visibility outer wear.
 - As uniforms are replaced or purchased for new employees, provide high visibility gear
- **FY23 Work Plan:**
 - As uniforms are replaced or purchased for new employees, provide high visibility gear.

R-1: Prompt Medical Service

Action Item Details

- **Action Item Description:** Ensure proper emergency medical care for crash victims through prompt response to incident and proper medical care.
- **Lead:** Fire/Rescue
- **Contributor:** Police
- **Crash Reduction Factor:** 1
- **Accessibility Factor:** 2
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 1
- **Why do this?:** Prompt emergency response, transport, and care from nearby trauma centers can decrease the morbidity and mortality of crash victims.
- **Budget Sources:** [Operating Program](#) – MCFRS – Operations.

Two Year Action Plan

- **FY22 Work Plan:**
 - Maintain time to scene and time to hospital response times that meet or exceed department standards.
- **FY23 Work Plan:**
 - Maintain time to scene and time to hospital response times that meet or exceed department standards.

R-2: Planning and Coordination for Safe Traffic Incident Management

Action Item Details

- **Action Item Description:** Utilize leading practices, policies, and technology to eliminate secondary crashes that occur while first responders are on the scene.
- **Lead:** Fire/Rescue, Police
- **Contributor:** Vision Zero Coordinator
- **Crash Reduction Factor:** 1
- **Accessibility Factor:** 2
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 1
- **Why do this?:** Ensure safe and collaborative response to traffic collisions. Secondary crashes are often more severe than the primary crash.
- **Budget Sources:** Seek grant funding or sponsorship for pilot.

Two Year Work Plan

- **FY22 Work Plan:**
 - Finalize updates to MCFRS and MCPD traffic incident management policies.
- **FY23 Work Plan:**
 - Pilot project for temporary traffic control devices (e.g. truck mounted attenuators or arrow boards) and tow trucks similar to the State Highway Administration's CHART program on the interstates.



VISION ZERO MONTGOMERY COUNTY

Fiscal Years 2022-23 Work Plan

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