

# VISION ZERO FY2022 ANNUAL REPORT

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Montgomery County, Maryland  
[montgomerycountymd.gov/visionzero](https://montgomerycountymd.gov/visionzero)



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# Purpose of this Document

Under the [Vision Zero 2030 Action Plan and FY22-23 Work Plan](#), the County Government committed to publicly sharing progress made during the past fiscal year. The fiscal year (FY) 2022 annual report provides highlights from the fiscal year and details work completed under 44 of the 45 action items that were active in FY22. At the closeout of the FY22-23 Work Plan, a report covering both years' accomplishments and update on the Plan's performance metrics will be published.

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# Executive Summary

Fiscal year (FY) 2022, running from July 1, 2021 to June 30, 2022, was the first year under the County's new [Vision Zero 2030 Action Plan](#). The FY22 Work Plan was an expansion year to build on the successful initiatives from prior Vision Zero plans and develop new policies and programs to further our goal of ending traffic deaths and serious injuries on our roads.

Serious and fatal crashes increased from 202 in 2020 to 241 in 2021,<sup>1</sup> but was 15% below the 2015-2019 average. Much of the year-over-year increase, particularly for serious injury crashes, was due to a 9% increase in vehicle miles traveled as people returned to the road after COVID-19 related shutdowns.

FY22 was a busy year with 20 departments and agencies at the municipal, county, and state levels advancing 114 unique tasks under 44 of the 2030 Plan's 45 action items. Overall, 90% of the planned work was completed by the end of the fiscal year. Factors affecting implementation included staff and budget limitations, pandemic related delays in the supply chain, increased costs for materials and contracted services, and expanded scopes of work that pushed completion beyond FY22. Work planned but not completed during FY22 will be addressed in FY23.

The County and partner local and state agencies advanced projects to make roads safe for all travel modes. MCDOT had 27 bikeway projects in design or construction in FY22 with four completing construction (S-7). Work along our most dangerous roadways, represented by the High Injury Network, included new protected crossings along Bel Pre Road with the installation of three pedestrian hybrid beacons, new traffic signal phasing along Shady Grove Road to address turn conflicts, and lower posted speed limits along HIN corridors of Rockville Pike, New Hampshire Avenue, Norbeck Road (S-1, M-1). The County and State installed 11 new traffic signals and pedestrian beacons to create protected and more frequent crossings (S-4). More details on countywide safety projects can be found throughout this report.

Expansion efforts in FY22 included bundling transit and safety projects for funding and implementation (T-1), proactively identifying run-off-the-road crash hotspots (S-6), updated signal phasing policies (S-4), increasing the mileage of sidewalk the County clears after snow events (T-8), and signing a new contract to add more automated speed and red-light enforcement (P-5). Many of the planning and prioritization efforts undertaken in FY22 will positively impact the initiative's implementation in FY23 and beyond.

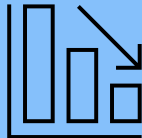
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<sup>1</sup> For the 2030 Action Plan, serious and fatal crashes are reported on a calendar year basis to

align with the annual closeout process for crash data at the county and state level.

# FY22 Highlights

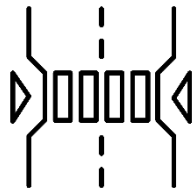
Pages 4 and 5 highlight work completed by 20 municipal, county, and state departments and agencies across 114 work items initiated in FY22.



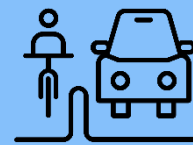
15% decrease in serious and fatal crashes<sup>2</sup>



40,000 resident engagements across 90 events and 5 campaigns



9 High Injury Network corridors completed study (4), design (2), and construction (3)



27 bikeway projects underway, 4 completed construction



8 pedestrian hybrid beacons installed

<sup>3</sup>



5.7 miles of new sidewalk installed

<sup>2</sup> compared to 2015-2019 5-year average

<sup>3</sup> [“Traffic” icon created by Rifai from Noun Project.](#) Used under Creative Commons.



4

18,154 traffic stops for speeding made by MCPD officers

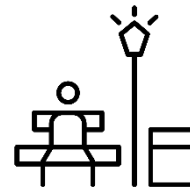


5

75+ new cameras for speed and red-light enforcement to be installed under new contract



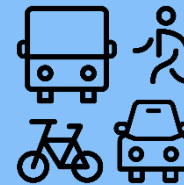
\$1 million+ in state, regional, and federal grant funding secured



194 LED streetlights installed



100 miles of sidewalk to be cleared by MCDOT after snowstorms



Major construction resumed on Purple Line and the future Capital Crescent Trail

<sup>4</sup> [“Police Car” by Pham Duy Phuong Hung from Noun Project.](#) Used under Creative Commons.

<sup>5</sup> [“Speed Camera” by Start Up Graphic from Noun Project.](#) Used under Creative Commons.

# State of Roadway Safety

## Crashes by Year

There were 241 serious and fatal crashes in 2021 along non-interstate roadways in Montgomery County, a 15% decrease from the 2015 to 2019 average. Compared to 2020, serious crashes increased 28% with 6 fewer fatal crashes. Overall crashes increased between 2020 and 2021 as travel increased coming out of COVID-19 related shutdowns.

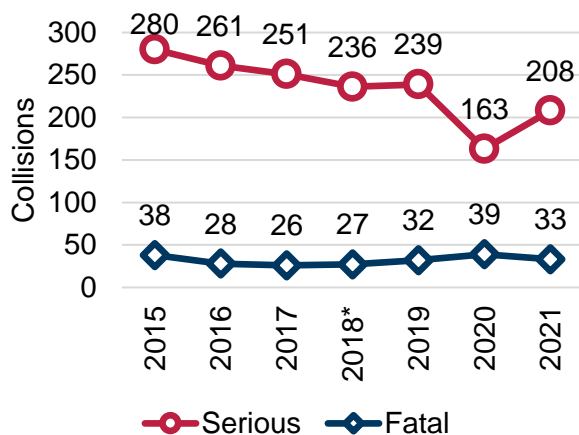


Figure 1 - Serious and fatal collisions by year  
\*2018 shows one less fatality than listed in the 2030 Plan as it was closed as a homicide.

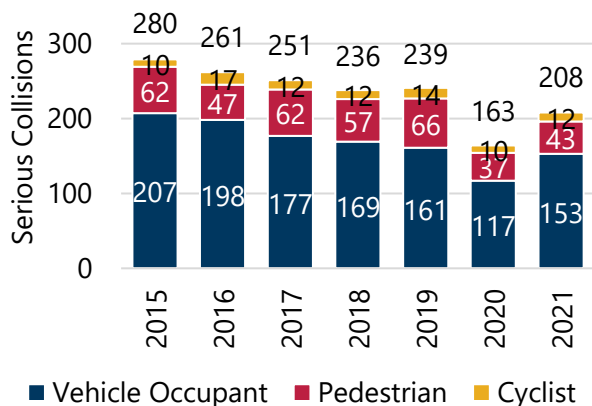


Figure 2 - Serious collisions by year and roadway user.

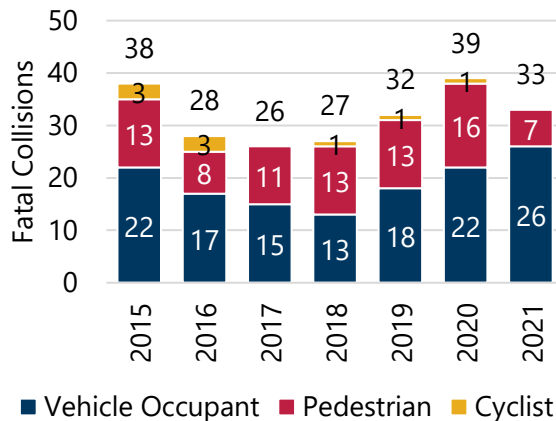


Figure 3 - Fatal collisions by year and roadway user

89% of serious and fatal crashes are on roadways maintained by the State and County Governments. The distribution of serious and fatal crashes by roadway owner did not significantly change during the lower traffic months following the start of the COVID-19 pandemic.

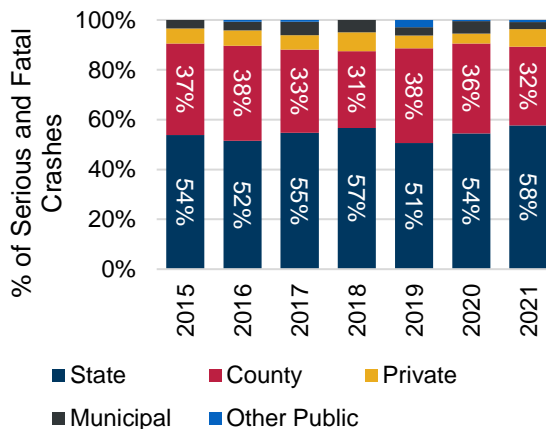
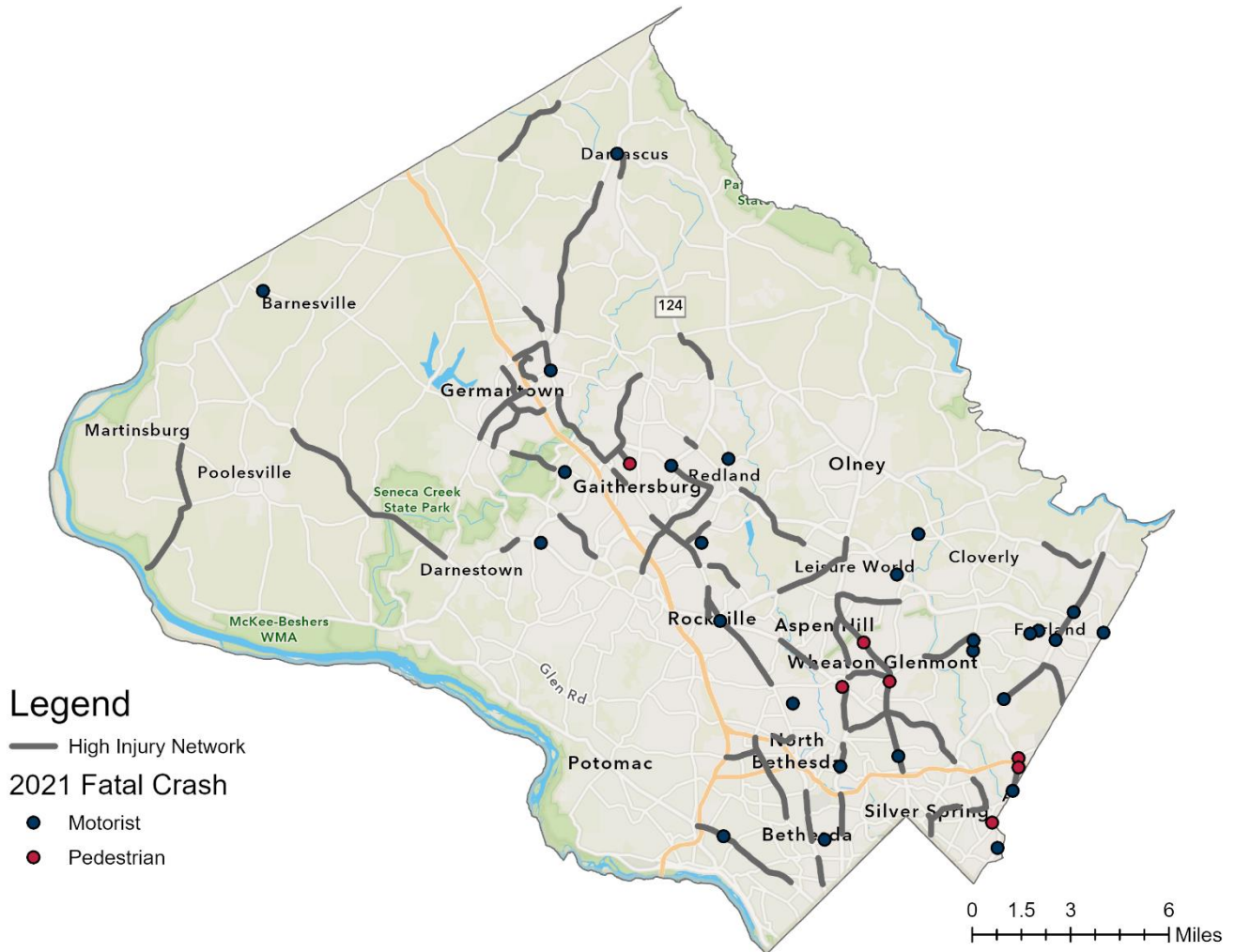


Figure 4 - Serious and fatal collisions by roadway owner

## 2021 Fatal Crash Map

The map below displays the 33 fatal crashes in 2021 by roadway user against the high injury network (HIN)<sup>6</sup>. Twenty-three were on State roads, 9 on County roads, and one on a private road. Fourteen out of 33 crashes (42%) occurred on HIN corridors, which mirrors the 2015-2019 pattern of 41% of serious and fatal crashes occurring on the HIN.



*Figure 5 - Map of Montgomery County with 2021 fatal crashes and high injury network. Map excludes fatal crashes on the interstates, Intercountry Connector (MD 200), and federal roads.*

<sup>6</sup> The high injury network identifies corridors in the county with the highest rates of serious and fatal crashes. These corridors are 3% of the County's non-interstate road miles and 41% of serious and fatal crashes.

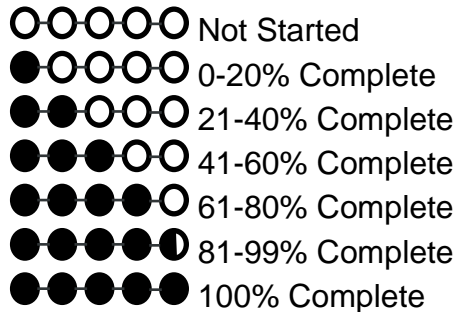
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# FY22 Work Plan

This section of the FY22 annual report provides details on the implementation of 44 of the 45 action items that had work assigned in FY22. The action items are organized by the three plan pillars: Complete Streets, Multimodal Future, and Culture of Safety.

All action items are displayed in the same format, but some have more details and photographs if the action had many tasks underway. Each action item has the following information:

- **Section abbreviation letter – Action item number: Action item short name:** Action item description that details the ongoing work throughout the 2030 Action Plan’s lifetime to fully implement the action item.
- **Lead:** Department(s) that were directly involved and providing resources to implement this action item in FY22.
- **Contributor:** Department(s) that had a minor or supporting role supporting the lead department(s) with implementation in FY22.
- **FY22 Completion:** The percentage of the FY22 Work Plan completed, weighted by the resource intensiveness of each task.



- **Work completed:** Narrative and photos showing the work completed under the action item during FY22. Hyperlinks, designated in blue underlined text, are provided for more project details.



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## Complete Streets

Complete streets are “designed and operated to provide safe, accessible, and healthy travel for all users of our roadway system, including pedestrians, bicyclists, transit riders, and motorists. [...] Complete Streets function as a system, ensuring that the transportation network as a whole provides safe and efficient access for all roadway users and only provides designated spaces for each mode when needed.”<sup>7</sup>

Action items under the Complete Streets area move the county’s road network towards complete street designs with frequent, protected crossings, adequate space accommodating those walking, biking, using assistive mobility devices, and roadway features to keep all vehicles traveling at safe speeds.



*Aerial photo of protected intersection at Bethesda Avenue and Woodmont Avenue*

### Complete Streets Highlights

- 3 High Injury Network corridors under construction with 6 in study and design.
- 8 Pedestrian Hybrid Beacons installed to create protected crossings.
- 4 bikeway projects completed with 9 ready for or under construction, and 14 projects under design.
- 2<sup>nd</sup> and 3<sup>rd</sup> protected intersections installed.
- 40 Park trail crossings under design or construction.
- Finished analysis of sidewalk gaps around Public Schools.
- 194 LED streetlights installed.
- 49,097 sidewalk grade differentials remediated and inspected since 2019.
- 30,352 linear feet (5.7 miles) of new sidewalk built.
- “20 is Plenty” speed treatment pilot implemented.
- 18,154 stops for excessive speeding made by MCPD officers.

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<sup>7</sup> Definition of a complete street from the [County’s Complete Streets Design Guide](#).

## Complete Streets Action Items Summary

Action	Completion	Priority Action	On Page #
<b>S-1: High Injury Network Projects</b>		Yes	11
<b>S-2: Intersection Redesign</b>		No	13
<b>S-3: Frequent, Protected Crossings</b>		Yes	14
<b>S-4: Signal Timing and Phasing</b>		Yes	16
<b>S-5: Corridor Access Management</b>		No	16
<b>S-6: Roadway Departure</b>		No	16
<b>S-7: Separated, Low-Stress Bicycle Facilities</b>		Yes	17
<b>S-8: Safe Trail Crossings</b>		No	19
<b>S-9: Safe Routes to School Engineering Projects</b>		No	20
<b>S-10: Provide Safety Upgrades During Routine Maintenance</b>		No	20
<b>S-11: Improved Lighting</b>		Yes	21
<b>S-12: Sidewalk Repair and Clearance</b>		No	22
<b>S-13: Sidewalk Construction and Upgrades</b>		Yes	22
<b>S-14: High Visibility Equipment and Markings</b>		No	24
<b>S-15: Shared Streets</b>		No	24
<b>S-16: Data Informed Decisions</b>		No	26
<b>S-17: Equitable Project Intake and Selection</b>		No	26
<b>M-1: Examine Speed Limit on all Projects</b>		Yes	27
<b>M-2: Speed Management Policy</b>		No	30
<b>M-3: Enforcement of Speed Limits</b>		No	30

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

**FY22 Lead:** Transportation, State Highway Administration

**FY22 Contributor:** Transportation Planning Board/Council of Governments

**FY22 Completion:** ●●●●●

**FY22 Work Completed:**

High Injury Network (HIN) projects typically progress from study, design, then construction. During FY22, MCDOT completed 4 studies, began 2 designs, and started construction on 3 HIN corridors.

**Study/Safety Audit:** In FY22, MCDOT completed four safety audit studies. Three studies were completed on State-maintained roadways: Georgia Avenue from Hewitt Avenue to Bel Pre Road, Connecticut Avenue from Georgia Avenue to Independence Street, and New Hampshire Avenue from Oakview Drive to Piney Branch Road. The New Hampshire Avenue study was funded through the Transportation Planning Board’s new safety program and performed in conjunction with the State Highway Administration and Prince George’s County Department of Public Works and Transportation. One County road, Snouffer School Road from Centerway Road to Woodfield Road, had a road safety study completed in FY22.



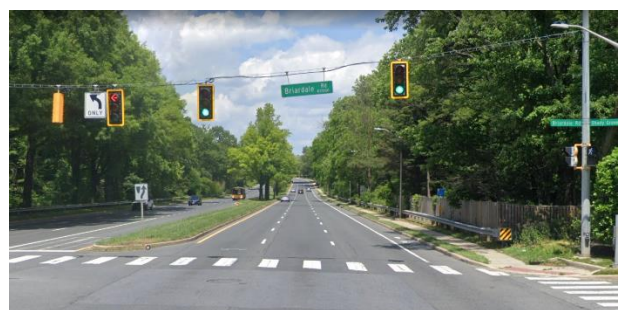
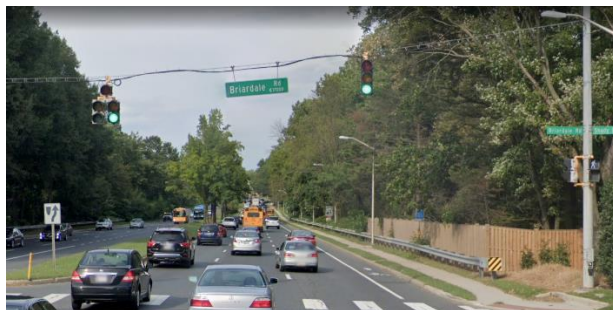
*Photos from the audit team’s walk along New Hampshire Avenue in March 2022.*



*Photos from outreach performed at local grocery store as part of Snouffer School outreach*

**Design:** Two County roads on the High Injury Network entered design in FY22. Randolph Rd from Colie Drive to Hunters Lane and Sam Eig Highway from the end of I-370 to Diamondback Drive. Sam Eig Highway's safety treatments are scheduled for completion by June 2023.

**Construction:** Three HIN corridors were under construction in FY22. Shady Grove Road between Frederick Road (MD-355) and Midcounty Highway received a series of traffic signal modifications to reduce left-turn conflicts and failures to stop at red-lights. Bel Pre Road between Layhill Road and Georgia Avenue had three pedestrian hybrid beacons installed to provide protected crossing locations for people walking and biking. Multiple safety enhancements, such as new pedestrian refuge islands, began on Crabbs Branch Way between Shady Grove Road and Indianola Drive and will be completed in fall 2022.



*Traffic signal modifications at Shady Grove Road and Briardale Road. The new signals in the photo on the right only allow for left turns on a green arrow to address left turn conflicts. New high visibility backing plates increase signal conspicuity and driver compliance.*

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

**FY22 Lead:** Transportation, State Highway Administration

**FY22 Contributor:** N/A

**FY22 Completion:** ●●●●○

**FY22 Work Completed:**

- MCDOT inventoried free right turns (“porkchops”) and identified priority locations for future removal and modification.
- MCDOT utilized quick build materials (flex posts, quick curb, signing, and pavement markings) across projects. Examples of using flex posts to tighten the turning radius are Leighton Avenue and Franklin Avenue (northeast and southwest quadrants) and Woodmoor Circle at Woodmoor Drive (northeast and southeast quadrants).
- Design was nearing completion at the close of FY22 for removing the hot right turn lanes at Old Georgetown Road and Rockville Pike as part of the [White Flint West Workaround](#).
- Construction of Old Georgetown Road and Tilden Lane was underway, but not complete, as of the close of FY22.
- Intersection redesigns as part of [bike projects](#), listed under S-7 in this plan, were completed. This includes a major revamp of the intersections of Bethesda Ave & Woodmont Ave, Bethesda Ave & Wisconsin Ave, Montgomery Ave & Wisconsin Ave to shorten crossing distances, provide protected crossings, and install bicycle signals.
- During summer 2021, construction wrapped up for Rockville Pike and Center/South Wood Drive and Wisconsin Avenue and Woodmont as part of the Base Realignment and Closure project.



*Example of using flex posts to shorten crossing distances for people walking and biking where Sligo Creek Trail crosses Dennis Avenue.*

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**S-3: Protected Crossings:** Provide additional protected crossing locations by installing new traffic signals and beacons, with priority installations in high crash risk areas with infrequent crossing opportunities.

**FY22 Lead:** Transportation, State Highway Administration

**FY22 Contributor:** N/A

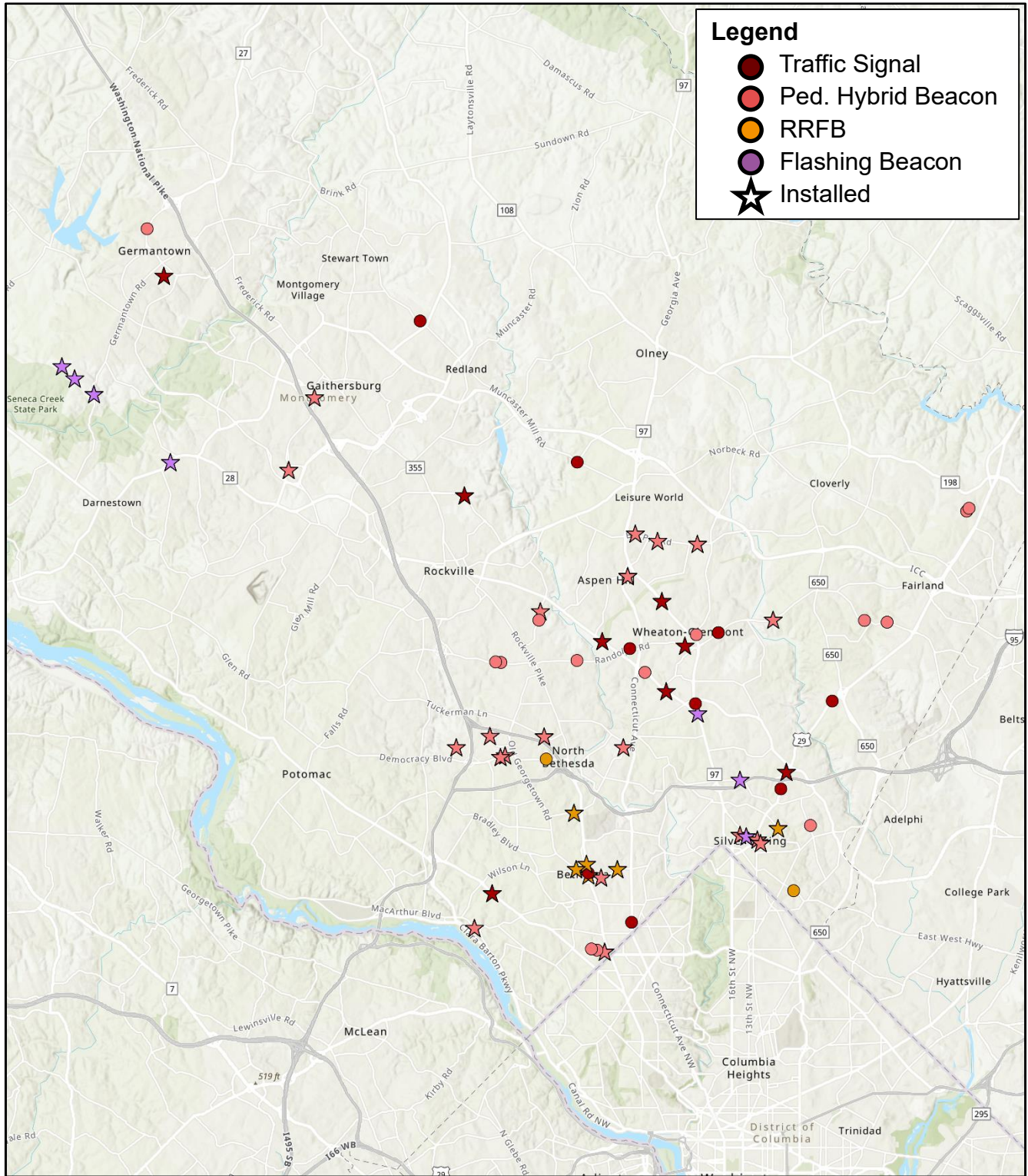
**FY22 Completion:** ●●●●○

**FY22 Work Completed:**

Since the Vision Zero initiative started in fall 2017, MCDOT and SHA have installed 39 new traffic signals and pedestrian beacons with 26 additional scheduled for future years. During FY22, the following were installed:

- Pedestrian hybrid beacons
  - Muddy Branch Road at Suffield Drive
  - Bel Pre Road at Tynewick Drive
  - Bel Pre Road at Weeping Willow Drive
  - Bel Pre Road at Astrodome Drive
  - Fenton Street at Whole Foods Driveway
  - Fenton Street at Roeder Road
  - Randolph Rd at Randolph Village Driveway
  - Westlake Drive at Lakeview Drive (awaiting PEPCO action as of end of FY22)
- Rapid rectangular flashing beacons
  - Old Georgetown Rd at Cordell Ave
  - East West Highway at Edgevale Street
- Traffic Signals
  - Veirs Mill Road at Norris Drive
  - The planned traffic signal at Sanagamore Road at Walhonding Road was delayed to FY23 due to supply chain interruptions and procuring new signal poles.

Map of installed and scheduled traffic signals and beacons



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

**FY22 Lead:** Transportation, State Highway Administration

**FY22 Contributor:** N/A

**FY22 Completion:** ●●●●●

**FY22 Work Completed:**

During FY22, MCDOT reviewed and updated signal policies and guidelines for no turn on red, lead pedestrian intervals, pedestrian recall (where the pedestrian walk signal comes up without activation by the pedestrian), and exclusive vs. permissive left-turn phasing for left turns across multiple traffic lanes. These guidelines will be used on projects throughout MCDOT.

Signal timing and phasing related to S-1: High Injury Network projects along Shady Grove Road, Bel Pre Road, and Crabbs Branch Way were completed. See S-1 above for more details on the HIN projects.

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

**FY22 Lead:** Transportation, State Highway Administration

**FY22 Contributor:** N/A

**FY22 Completion:** ●●●●●

**FY22 Work Completed:**

Evaluation of signalized and unsignalized left turns across more than two opposing through lanes has been completed for 10 County High Injury Network corridors. 18 intersections were identified for future consideration of left turn safety improvements.

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

**FY22 Lead:** Transportation, State Highway Administration

**FY22 Contributor:** Maryland Highway Safety Office

**FY22 Completion:** ●●●●●



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## **FY22 Work Completed:**

The first phase of the roadway departure study was completed. MCDOT performed a data analysis with support from the Maryland Highway Safety Office to identify the roadways with the highest run-off-the-road and lane departure crashes. During the coming months, staff will perform field audits of the high-risk County roadways for further needs assessment.

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

**FY22 Lead:** Transportation, Parks, State Highway Administration

**FY22 Contributor:** Planning

**FY22 Completion:** ●●●●●

## **FY22 Work Completed:**

During FY22, MCDOT constructed 4 projects, 9 were ready for or under construction, and 14 projects were being designed. Further details on all bikeway projects can be found on [MCDOT's Bikeways page](#).

- Bikeway projects completed
  - Capital Crescent Trail Phase I
  - Cameron Street to Planning Place
  - Grove Street neighborhood greenway
  - Beach Drive over Silver Creek
  
- Bikeway projects underway or awaiting start of construction
  - Good Hope Road shared use path – construction underway in FY22
  - Metropolitan Branch Trail – project was re-advertised for construction bids in August 2022
  - Woodmont Phase I – construction to begin in fall 2022
  - Montgomery Lane/Avenue - construction to begin in fall 2022
  - MD355 Grosvenor shared use path – construction delayed to FY23
  - Capital Crescent Trail along the Purple Line – new Purple Line contractor selected to restart major construction activities in spring 2022
  - Emory Lane and Muncaster Mill Road Shared Use Path – construction underway in summer and fall 2022
  - White Flint West Workaround – substantial completion by winter 2022/23
  - Glenmont/Aspen Hill neighborhood greenway – phase I of the pilot will be implemented in fall 2022

- Bikeway projects in design
  - Capital Crescent Trail Phase II - reached 35% design in October 2021
  - Cheltenham Drive – feasibility study underway with public meeting held in September 2021
  - MacArthur Boulevard upgrades from Oberlin Avenue to the District city line (segment III) - final design started in FY22 with construction to start in FY24
  - Fenton Street cycle track – reached 65% design in January 2022
  - Dale Drive shared use path – reached 70% design in fall 2022
  - Marinelli Road Phase I - Design is at 90% with completion expected by calendar year 2022. Construction anticipated in spring 2023. Project delayed due to Pepco/Exelon construction along Marinelli Road. Final coordination underway with Metro (WMATA) and the Nuclear Regulatory Commission (NRC).
  - Marinelli Road Phase II – design delayed and expected to begin winter 2022/23
  - Bradley Boulevard (MD191) improvements – MCDOT is working with the State Highway Administration on memorandum of understanding for design
  - Heritage Triangle Trail Phase I – reached 35% design with final design expected by the end of fiscal year 2023
  - MD355 Clarksburg Shared Use Path – nearing final design at the end of FY22 and expect final plan, specs, and estimate in fall 2022
  - Seven Locks Road bikeway – started facility planning in FY22
  - Tuckerman Lane sidewalk and bikeway – reached 35% design in spring 2022
  - Amherst Avenue bikeway - slated to go to Mandatory Referral in fall 2022 and reach 65% design completion by end of calendar year 2022.
  - Veirs Mill Road bus rapid transit and bike/pedestrian priority area – the bicycle and pedestrian projects reached 35% design in summer 2022



*The County's 3<sup>rd</sup> protected intersection installed this year at Cameron and Fenton Streets.*

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**S-8: Safe Trail Crossings:** Systematically upgrade the 156 trail crossings for safety improvements and develop safe trail connections to neighborhoods. Create standalone CIP projects for larger improvements such as major signal improvements or bridges.

**FY22 Lead:** Parks

**FY22 Contributor:** Transportation

**FY22 Completion:** ●●●●●

**FY22 Work Completed:**

During FY22, [Montgomery Parks](#) had 40 trail crossings under design or construction. Five crossings, 3 on Upper Rock Creek Trail, 1 on Northwest Branch Trail, and 1 on Cloverly Loop Trail were completed. Twenty-seven additional crossings are ready for construction pending availability for contractor to implement. Eight crossings are in the design and permitting phase.

In addition to the above trail crossing work, in FY22 Montgomery Parks worked on Vision Zero related traffic calming efforts along Beach Drive, Little Falls Parkway and Schuyler Road. Along Beach Drive, Parks coordinated with the State Highway Administration to install signs at Connecticut Avenue and East West Highway to reduce detour and cut-through traffic when Beach Drive is closed for Open Parkways. Parks started development of an overall Beach Drive traffic calming plan from Garrett Park Road to Connecticut Avenue. Along Little Falls Parkway, Parks suspended Open Parkways but increased the length of the existing road diet to study a potential future phase where 2 of the 4 lanes are permanently shut down to vehicles and opened to park use. Thus far, the pilot on Little Falls Parkway appears to have reduced cut through traffic in the adjacent Kenwood neighborhood while minimizing delays to vehicles on Little Falls Parkway. Finally, along Sligo Creek Parkway, Parks will install a pedestrian barrier along the Sligo Creek Trail near Schuyler Road to provide protection to trail users. Park also installed additional traffic calming measures along Sligo Creek Parkway and Kennebec Avenue.



*Lane narrowing and visibility enhancements for Cabin John at Tuckerman Lane*

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

**FY22 Lead:** Transportation, State Highway Admin., Public Schools, Police

**FY22 Contributor:** Planning

**FY22 Completion:** ●●●●●

**FY22 Work Completed:**

During FY22, [walkability audits](#) were conducted at five schools:

- Watkins Mill High School
- Watkins Mill Elementary School
- Montgomery Village High School
- Stedwick Elementary School
- Whetstone Elementary School

Spot improvements were completed at the following locations:

- Tilden Middle School - curb bump out with crosswalk installation
- Rock Creek Forest Elementary School - sidewalk improvements along Grubb Road and Colston Drive
- Westover Elementary School - Hawkesbury Lane and Lockley Lane, curb bump out and new crosswalk.

Other locations are planned for completion in FY23.

The prioritized sidewalk gap study was completed in FY22. Further refinements are being made to the prioritization rubric, which will be completed in early October 2022.

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

**FY22 Lead:** Transportation

**FY22 Contributor:** Utility Companies

**FY22 Completion:** ●●●●●

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**FY22 Work Completed:**

The Divisions of Highway Services, Traffic Engineering and Operations, and Transportation Engineering have developed new coordination and information sharing processes to identify opportunities to advance joint projects.

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

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

**FY22 Lead:** Transportation, Utility Companies

**FY22 Contributor:** Transportation Planning Board/Council of Governments, Planning

**FY22 Completion:** ●●●●●

**FY22 Work Completed:**

**Lighting Policy:** MCDOT updated its policy related to the installation of streetlights at various locations in the County. This will encourage additional lighting at needed locations. In addition, MCDOT and Planning won technical assistance as part of the Transportation Planning Board's [Transportation Land Use Connections Program](#) to re-evaluate and make more robust modifications to the County's practices on streetlight concept development and installation. The development of these practices will commence in winter 2022/23.

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

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

**Lighting Projects:**

- 100% of FY22 Bethesda lighting upgrade is completed, waiting for FY23 budget to continue with the upgrades, projected will be completed mid-24.
  - 194 LED installations across the county in FY22
    - New overhead distribution - Completed 33 LED installations
    - New underground distribution – Energized (completed) 161 LED installations
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**S-12: Sidewalk Repair and Clearance:** Ensure sidewalks are in good repair, free from obstructions, and meet or exceed the Americans with Disabilities Act (ADA) requirements. Continue to update sidewalk survey to proactively address trip and other hazards from uneven or blocked sidewalks.

**FY22 Lead:** Transportation

**FY22 Contributor:** State Highway Admin.

**FY22 Completion:** ●●●●●

**FY22 Work Completed:**

MCDOT Division of Highway Services developed a proactive program in 2019 to address sidewalk grade differentials. A grade differential is an abrupt difference in grade over a quarter of an inch at any point of length or width of a sidewalk segment, usually at a joint.

Under this proactive program, MCDOT has repaired and inspected 49,097 sidewalk grade differentials and will continue to address these differentials in coming years.

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**S-13: Sidewalk Construction and Upgrades:** Construct and reconstruct sidewalks with proper clearance and street buffer zones as recommended in the Complete Streets Design Guide. Leverage temporary measures, such as walking lanes, on low traffic volume roads.

**FY22 Lead:** Transportation

**FY22 Contributor:** State Highway Admin.

**FY22 Completion:** ●●●●○

**FY22 Work Completed:**

**Veirs Mill Road BiPPA:** MCDOT accelerated central and eastern sectors for the Veirs Mill Road Bicycle Pedestrian Priority Area (BiPPA). Implementation will be concurrent with Veirs Mill bus rapid transit. Expanded scope to achieve 35% plans for all three sectors in fall 2022.

**Grove Street Walking Lane:** MCDOT completed the first stage of the neighborhood traffic calming along Grove Street including a walking lane.



*Installation of walking lane along Grove Street*

**North Bethesda (White Flint) Sidewalk Widening:** The construction of sidewalk and landscape buffer along Rockville Pike (MD355) between Old Georgetown Road and Marinelli Road was completed at the end of October 2022.



*Construction crews installing new sidewalk with additional buffer along Rockville Pike.*

**Oak Drive Sidewalk:** Oak Drive Phase I construction completed in January 2022.

**Sidewalk Minor Projects:** The sidewalk program installed 30,352 linear feet (5.7 miles) of new sidewalk in FY22.

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**S-14: High Visibility Equipment and Markings:** Continue using regular maintenance to upgrade traffic signals to have retroreflective borders and refresh/install new crosswalks with continental striping.

**FY22 Lead:** Transportation, State Highway Admin.

**FY22 Contributor:** N/A

**FY22 Completion:** ●●●●○

**FY22 Work Completed:**

**Crosswalk refreshes and installation:** Action item was partially completed due to contract issues. Approximately 250 crosswalks installed in FY22, with the remaining 250 crosswalks to be marked in FY23.

**Retroreflective borders (signal head backplates):** Installed at 12 locations in FY 22. They included:

- Seven Locks Road and Democracy Boulevard
- Father Hurley Boulevard and Waters Landing Drive
- Shady Grove Road and Briardale Drive
- Bel Pre Road and Astrodome Drive
- Bel Pre Road and Tynwick Drive
- Bel Pre Road and Weeping Willow Drive
- Democracy Boulevard and Davis Library
- Democracy Boulevard and Bells Mill/Walter Johnson HS
- Rockledge Drive and Midblock Crossing
- Spring Street and 1st Avenue
- Twinbrook Parkway and Twinbrook Community Center
- Randolph Road and Randolph Village

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

**FY22 Lead:** Transportation, Parks, Urban Districts

**FY22 Contributor:** Planning

**FY22 Completion:** ●●●●●

**FY22 Work Completed:**

[County Streeteries](#) will remain in place through Labor Day 2022.

Stretery locations will be considered individually for future action:

- Newell Street will be opened with the option to be closed for individual events.



- 
- Woodmont Avenue will be opened and work slated for bicycle lanes will be completed. Consideration to repurpose Woodmont for combination travel and Streetery will be evaluated as a permanent condition.
  - Norfolk Avenue will remain closed in accordance with the Complete Streets Context, associated with the County's Master Plan.
  - Price Avenue and Elkin Street will remain closed and available for use as Streeteries. A more permanent configuration, balancing ped/bike traffic and motor vehicle traffic will be evaluated in FY23.



*People enjoying the Steetery in Bethesda*

The Department of Transportation sought funding to develop a neighborhood greenway design toolkit, but prior grant applications were not successful. The department will consider additional grant opportunities in FY23.

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**S-16: Data Informed Decisions:** Utilize and combine data sources regarding crashes, infrastructure, land use, traffic volume, etc. to identify high crash risk areas and potential countermeasures. Infuse data in the budget and decision-making process to improve safety and equitable outcomes.

**FY22 Lead:** Police, Planning, Transportation

**FY22 Contributor:** Vision Zero Coordinator, Maryland Highway Safety Office, Maryland State Police

**FY22 Completion:** ●●●●●

**FY22 Work Completed:**

***Predictive Safety Analysis:*** Montgomery Planning finalized the predictive safety analysis. Planning staff developed recommendations in summer 2022 and presented to the Planning Board and County Council in fall 2022. The report and interactive map are available on [Montgomery Planning's Vision Zero website](#).

***Crash Data:*** The Maryland Highway Safety Office publishes monthly updates on the [Zero Deaths MD website](#) for fatal crashes by county. The published reports provide everyone access to up-to-date information and comparisons to the prior year's fatal crash numbers. Montgomery Planning continues support for its [interactive crash map](#) built using the County's crash open data.

***Estimating Project Safety Impact:*** MCDOT engineering and planning staff were trained on leading practices and methods for calculating a project's safety benefit/cost ratio. This training will be incorporated as the FY23 work under this action item gets underway.

***Crash Report Refreshers:*** Montgomery County Police updated their refresher training for sergeants that approve crash reports to reflect common mistakes made when writing crash reports.

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**S-17: Equitable Project Intake and Selection:** Regularly review program intake processes to ensure resources are being used equitably, meeting community needs, and working towards Vision Zero.

**FY22 Lead:** Police, Planning, Transportation

**FY22 Contributor:** Vision Zero Coordinator, Maryland Highway Safety Office, Maryland State Police

**FY22 Completion:** ●●●●●

**FY22 Work Completed:**

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**Review of Sidewalk Minor Project Program:** After completing the review of the sidewalk intake process, MCDOT developed new weighting criteria for incoming requests to better capture the County’s goals for safety and equity. The review led to the development of a new intake tool that will also allow residents to see all open sidewalk requests.

**Review of Traffic Studies Requests:** Task completed in FY22. Incoming resident requests are mapped to reveal if the project resides in an equity emphasis area (as defined by the Maryland-Washington Council of Governments). This enables the tracking of project resources to ensure that equity, safety and operational needs are fulfilled in the completion or consideration of all projects.

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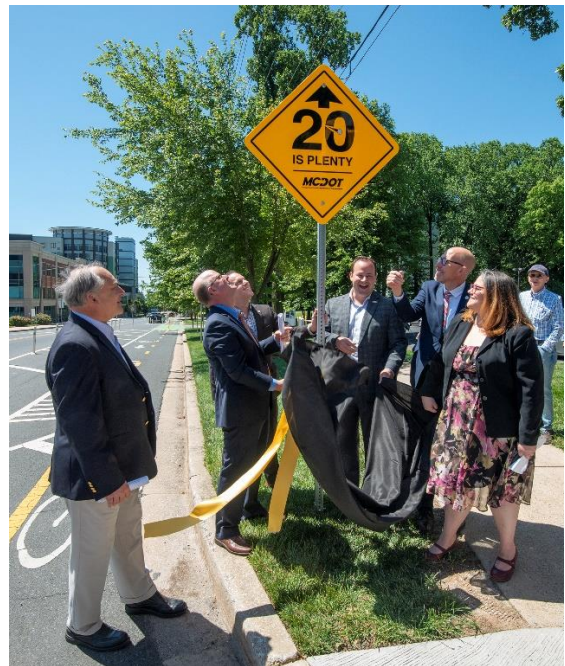
**M-1: Examine Speed Limit on Transportation Projects:** Use ongoing safety and maintenance projects as an opportunity to review potential modifications to roadway design, through geometric or lane width changes, to bring the design speed in line with the desired target and posted speed limit.

**FY22 Lead:** Transportation, State Highway Admin.

**FY22 Contributor:** N/A

**FY22 Completion:** ●●●●●

**FY22 Work Completed:**



*Unveiling of the “20 is Plenty” campaign in spring 2021.*

The initial phase of the ["Twenty is Plenty" pilot](#) is complete. Several locations in commercial areas within Montgomery County were identified for speed limit reductions. These locations

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were selected because the existing road experienced vehicle speeds at-near-below 20 mph. The intent of the pilot was to determine if posting these roads at 20 mph and adding "20 is Plenty" branding signs would encourage vehicle speed reductions on adjacent streets. The pilot showed that the vehicle speeds on the selected roads remained unchanged or decreased slightly, with no decrease on the adjacent roadways.

With the pilot findings, the "20 is Plenty" program has been modified. Where speed limits are reduced on neighborhood streets and it is determined that cut through traffic uses the subject neighborhood streets, the County will install "20 is Plenty" branding signs to draw attention to the speed reduction. In other cases where the speed limit on a residential street is reduced to 20 mph, the "20 is Plenty" branding sign may be installed at the request of the resident or the judgment of the engineer.

Locations where 20 is Plenty methodology speed limit reductions (as well as other speed limit reductions) have been incorporated on the following residential roadways are included at the link, below:

[Roads with Reduced Speed Limits \(montgomerycountymd.gov\)](https://montgomerycountymd.gov/Roads-with-Reduced-Speed-Limits)

Additionally, MCDOT added or will add dynamic speed signs at five locations to encourage driver compliance with the posted speed limits. The locations are:

- Dennis Avenue between Sligo Creek Parkway and University Blvd (added)
- Brink Road, between MD 27 and Blunt Road (added)
- Piney Meetinghouse Road, near Boswell Lane (added)
- Longdraft Road, between MD 119 and MD 117(planned)
- Valley Park Drive, near MD 27 and MD 124 (planned)



*Dynamic speed display sign showing a speed of 38 miles per hour.*

# Roadways with speed limit lowered in past three years



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

**FY22 Lead:** Transportation, State Highway Admin.

**FY22 Contributor:** N/A

**FY22 Completion:** ●●●●●

**FY22 Work Completed:**

Internal policies and practices regarding reviewing and establishing speed limits have been completed in FY22 and being utilized for safety reviews (see M-1 above for recent speed limit change projects).

To align County code with the approved [Complete Streets Design Guide](#), MCDOT and Planning staff have reviewed and made recommendations for changes to Chapter 49 of the County Code. The County Council will review and implement the code changes in fall 2022.

---

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

**FY22 Lead:** Police

**FY22 Contributor:** Transportation

**FY22 Completion:** ●●●●●

**FY22 Work Completed:**

With the newly created Central Traffic Unit (CTU) in the Police Department, CTU and district officers focused heavily on speed compliance. Overall, 45% of stops made by MCPD officers in FY22 involved a speeding violation with the driver issued a warning or citation.

The automated speed enforcement program has been citing fewer speeding vehicles year-over-year. The decline is due to improved compliance with posted speed limits over time and the number of cameras in the fleet staying flat. A new automated enforcement contract executed this fiscal year will expand the number of new cameras available by at least 10 new speed cameras each year for the next five years.

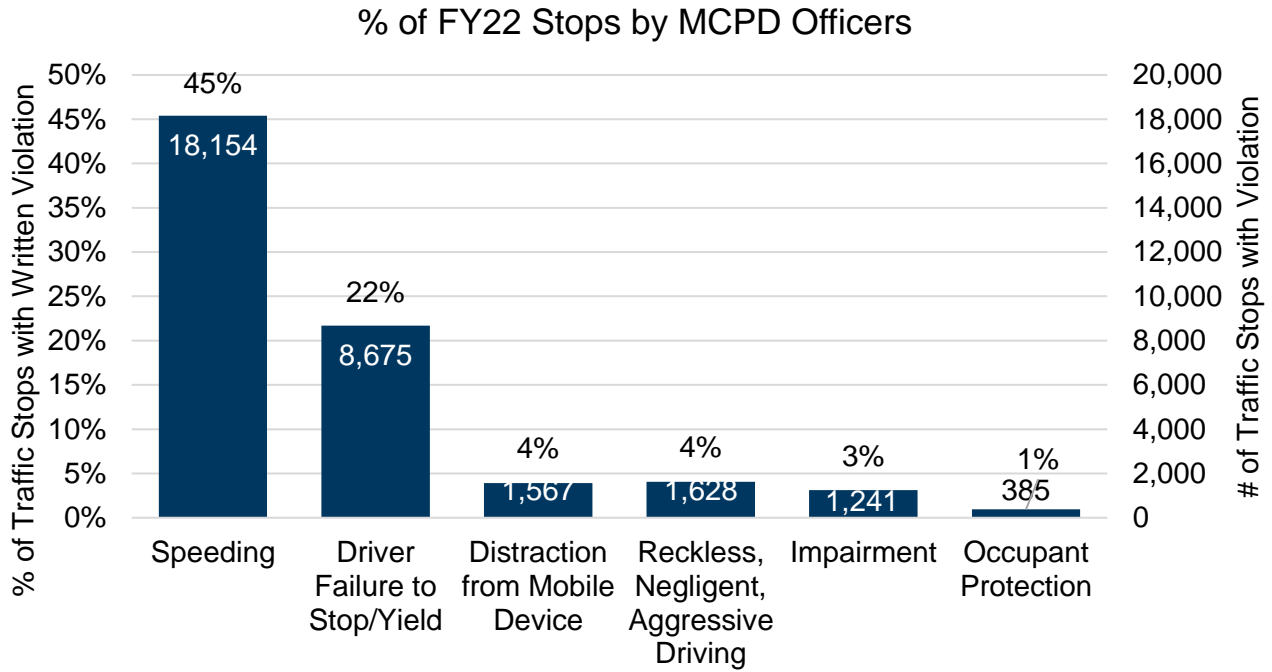


Figure 6 - Percentage of traffic stops by MCPD officers resulting from violations of dangerous behaviors. One stop can involve multiple violations.

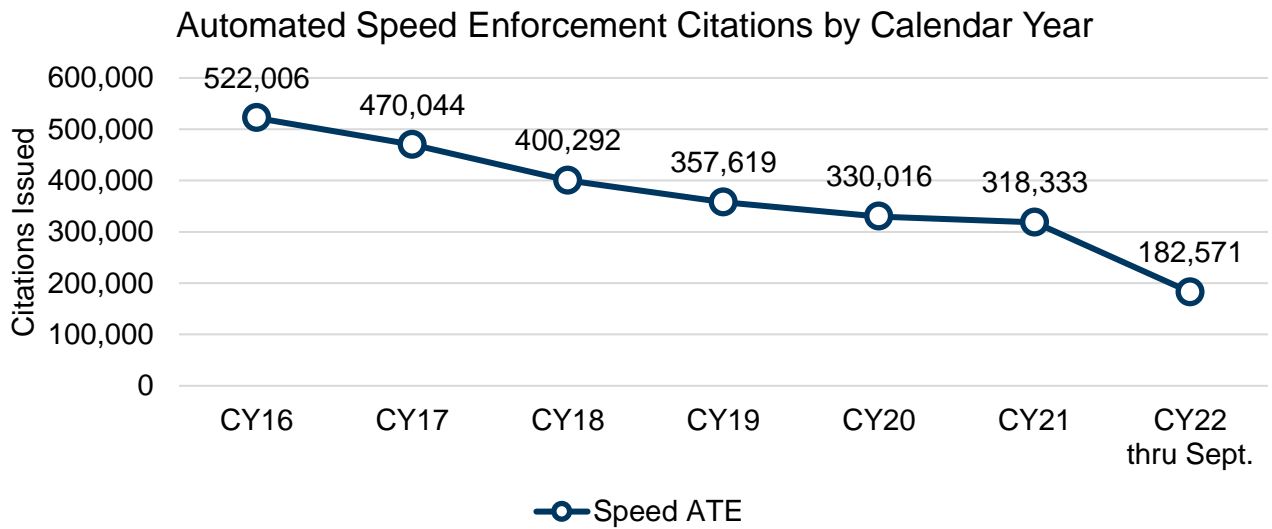


Figure 7 - Citations from the Safe Speed automated speed enforcement program by calendar year

## Multimodal Future

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



*Capital Bikeshare station located at Flash bus stop*

### Multimodal Future Highlights

- Maryland Transit Administration signed a new contract to resume major construction for Purple Line and future Capital Crescent Trail.
- Veirs Mill Road Bicycle Pedestrian Priority Area projects fast-tracked to be implemented with Bus Rapid Transit. Preliminary design finished in FY22.
- Completion of Nebel Street and Nicholson Lane bus stop audit to align with opening of new men's shelter.
- 100 miles of sidewalk to be cleared by the County after passage of Bill 9-21.
- Thrive 2050 general plan sent to the County Council for review and approval.

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

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



## Multimodal Future Action Items Summary

Action	Completion	Priority Action	On Page #
<b>T-1: Pedestrian and Bicycle Infrastructure Improvements Along New Transportation Projects</b>		Yes	34
<b>T-2: Transit Stop Safety</b>		Yes	34
<b>T-3: School Bus Stop Safety</b>		No	35
<b>T-4: Eliminate Sidewalk Obstructions</b>		No	35
<b>T-5: Maintenance of Travel (MOT) during Sidewalk and Road Closures</b>		No	35
<b>T-6: Bike and Micromobility Parking</b>		No	36
<b>T-7: Curbside Management</b>		No	37
<b>T-8: Snow Removal from Bike Facilities, Sidewalks, and Transit Stops</b>		No	37
<b>T-9: Parking Lot Design and Construction</b>	Work begins in FY23	No	37
<b>T-10: Safety Audit of County Owned Parking Lots and Garages</b>		No	38
<b>C: Transportation and Land Use Planning</b>		No	38
<b>V-1: Safer County Vehicle Fleet</b>		No	39
<b>V-2: Prepare for Autonomous Vehicles</b>		No	39

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

**Projects:** Build pedestrian and bicycle infrastructure and wayfinding for Purple Line and future Bus Rapid Transit (BRT) routes to create complete streets on transit corridors.

**FY22 Lead:** Transportation

**FY22 Contributor:** State Highway Administration

**FY22 Completion:** ●●●○

### FY22 Work Completed:

#### ***Bus Rapid Transit (BRT) Design***

- [Veirs Mill Road BRT](#) – Preliminary design for the BRT and Bicycle Pedestrian Priority Area (BiPPA) project is complete with final design to begin in FY23.
- [MD355 BRT](#) – Preliminary design is on schedule to be completed by the end of calendar year 2023. Similar to the Veirs Mill Road BRT, MCDOT is considering a variety of bicycle and pedestrian facilities along the MD355 corridor to ensure people can safely access transit stations and destinations along the corridor.

#### ***Trail Projects along Transit***

- Major construction is expected to ramp up during fall 2022 for the [Capital Crescent Trail along the Purple Line](#). The construction of the CCT is tied to the overall completion of the Purple Line.
- Start of construction for the [Metropolitan Branch Trail](#) phase II between the Silver Spring Transit Center and King Street has been delayed. MCDOT is re-advertising the project for bids in summer 2022.

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**T-2: Transit Stop Safety:** Provide safe crossings to and from transit stops through auditing transit stops and implementing audit recommendations. Develop consistent bus stop infrastructure (poles, benches, shelters, etc.)

**FY22 Lead:** Transportation

**FY22 Contributor:** WMATA, State Highway Administration

**FY22 Completion:** ●●●●●

### FY22 Work Completed:

- Improvements at Nebel and Nicholson Bus Stop Audit completed in FY22. Redesign of free flow rights is anticipated for completion in FY23.
- Bus stop audit along Rockville Pike south of the Rockville Town Center resulted in lower posted speed limits.

- 
- The [Ride On Route Restructuring Study](#) was scoped to include review of bus stop placement as part of the larger review of Ride On routes. The study kicked off this year and was in the data gathering phase at the close of the fiscal year.
- 

**T-3: School Bus Stop Safety:** Systematically review and upgrade school bus stop locations and pick up/drop off at schools to ensure student safety.

**FY22 Lead:** Public Schools, Transportation

**FY22 Contributor:** N/A

**FY22 Completion:** ●●●●●

**FY22 Work Completed:**

- **School Bus Stop Locations** - The Department of Transportation, Police Department, and Public Schools are developing an action plan to address school bus stops that see frequent violations of drivers passing a stopped school bus. MCPS reviews routes between school years and makes changes as necessary.
  - **Sidewalk Gaps in school walksheds** - The prioritized sidewalk gap study was completed in FY22. Further refinements are being made to the prioritization rubric, which will be complete in early October 2022.
- 

**T-4: Eliminate Sidewalk Obstructions:** Provide clearance space on sidewalks and consider restrictions or bans to ensure placement of signs, newspaper boxes, and trash bins do not block safe passage.

**FY22 Lead:** Transportation, State Highway Admin., Environmental Protection

**FY22 Contributor:** N/A

**FY22 Completion:** ●●●●○

**FY22 Work Completed:**

The pilot project along University Blvd W for pads along residential properties with no space to place receptacles outside of sidewalk was underway as of the close of FY22. During summer and fall 2022, MCDOT will finalize field reviews and prepare for access permit plans and application with the State Highway Administration.

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

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**FY22 Lead:** Permitting Services, Transportation, State Highway Admin.

**FY22 Contributor:** N/A

**FY22 Completion:** ●●●●○

**FY22 Work Completed:**

The Department of Permitting Services (DPS) forwarded Executive Regulation 15-20 – Public Space Usage in Work Zones to the County Executive's Office in July 2021. Executive Regulation 15-20 was unanimously approved by Council action on January 18, 2022 as [Resolution 19-1138](#). Executive Regulation 15-20 adopted standards and guidelines for use of the public right of way related to construction activity. The standards outline requirements to minimize public inconvenience and maximize consistency with use of the right of way, while promoting public safety. Executive Regulation 15-20 also enables the Department of Permitting Services to better monitor and enforce time constraints related to this type of usage.

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

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**T-6: Bike and Micromobility Parking:** Install micromobility corrals across the County, with priority in major activity centers, to provide safe and convenient parking for bikes and other micromobility devices (e.g., e-scooters) to keep the sidewalks, bike lanes, and roads clear.

**FY22 Lead:** Transportation

**FY22 Contributor:** N/A

**FY22 Completion:** ●●●○○

**FY22 Work Completed:**

Commuter Services continues to post information on social media, including an [informational video](#), about proper parking for e-scooters. E-scooter vendors have also sponsored [Learn to Ride classes across the county](#) during the spring and summer. Commuter Services was successful in obtaining additional funding to install more micromobility corrals in the County to provide safe and convenient parking options, and will be working with other County agencies and the public to identify locations and complete installations. As long as the micromobility program continues, the effort to encourage proper use and parking will also continue.

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

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

**FY22 Lead:** Transportation, Planning

**FY22 Contributor:** N/A

**FY22 Completion:** ●●●●○

**FY22 Work Completed:**

The Urban Loading and Delivery Study was on hold as of the close of FY22. It will be finalized in FY23.

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**T-8: Snow Removal from Bike Facilities, Sidewalks, and Transit Stops:** Clarify County Government's responsibility for snow clearance from sidewalks and bike lanes similar to how it is cleared from roadways.

**FY22 Lead:** Transportation, Parks, State Highway Admin.

**FY22 Contributor:** General Services

**FY22 Completion:** ●●●●●

**FY22 Work Completed:**

The County Council unanimously passed and the County Executive signed [Bill 9-21, Streets and Roads – Sidewalk Snow Removal- Amendments](#) in February 2022. This bill adds an additional 40 linear miles of sidewalks the County Government would be responsible for clearing in addition to the existing 60 linear miles the County clears currently.

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**T-9: Parking Lot Design and Construction:** Redeveloped or newly constructed parking lots and garages are safe for pedestrians, cyclists, and people using assistive mobility devices to access and navigate.

**FY22 Lead:** Planning

**FY22 Contributor:** Transportation

**FY22 Completion:** No work items for FY22.

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**T-10: Safety Audit of County Owned Parking Lots and Garages:** Review and modify County owned parking lots and garages to eliminate conflicts when entering and navigating the facilities.

**FY22 Lead:** Transportation

**FY22 Contributor:** N/A

**FY22 Completion:** ●●●○○

**FY22 Work Completed:**

Improvements to reduce ped-vehicle conflicts by installing mirrors and other potential solutions at the entrances and exits of Garage 31 and Garage 35 in Bethesda, Garage 60 in Silver Spring and Garage 13 in Wheaton. List of best practices will also be reported that can be applied to all facilities.

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

**FY22 Lead:** Planning

**FY22 Contributor:** Transportation

**FY22 Completion:** ●●●●○

**FY22 Work Completed:**

The County Council’s Planning, Housing, and Economic Development Committee transmitted the Thrive 2050 draft to the County Council in fall 2021, but it has not yet been approved. The Council requested an additional equity review by an outside consultant with Thrive now expected to be adopted in fall 2022.

Planning developed a framework for incorporating Vision Zero in Master Plans and has been integrated into a broader guide for addressing transportation in master planning.

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**V-1: Safer County Vehicle Fleet:** When replacing County fleet and emergency response vehicles, ensure the vehicles are equipped with life-saving crash avoidance technology and vehicles are right sized for the areas they serve.

**FY22 Lead:** General Services

**FY22 Contributor:** Transportation, Police, Fire/Rescue Service

**FY22 Completion:** ●●●●●

**FY22 Work Completed:**

As part of purchasing zero-emission vehicles, such as electric vehicles, more are coming standard with safety features such as backup cameras, lane assist, and automatic emergency braking. Further changes to the safety specifications of the County's fleet will be considered as part of the FY23 Work Plan's "Future Technology Task Force."

DGS's Phase I fleet transition study is complete and DGS is now focusing on Phase II of the study. Phase II will focus on working with departments directly to develop a strategy for transitioning each section to zero-emissions.

---

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

**FY22 Lead:** Vision Zero Coordinator

**FY22 Contributor:** Transportation, General Services, Planning

**FY22 Completion:** ●●●●●

**FY22 Work Completed:**

Montgomery County continued work with the Maryland Motor Vehicle Administration as part of the [Connected and Automated Vehicle Workgroup](#).

The State of Maryland in spring 2022 surveyed Marylanders about their current understanding of self-driving vehicles to help in building a roadmap for future self-driving vehicles.

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## Culture of Safety

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

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

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



*Student talks with firefighter at Walk to School Day*

### Culture of Safety Highlights

- [40,000+ residents engaged](#) across 5 campaigns and 90 events.
- 30 high school students completed the [Vision Zero Youth Ambassador Program](#).
- 10 bike rodeos held for 300+ students across the county.
- 1,448 arrests for driving under the influence by MCPD officers.
- 10 speed and 5 red-light cameras will be added annually for the next five years as part of new automated enforcement contract.
- 65% of traffic stops by MCPD officers involved a written citation or warning for excessive speeding or drivers failing to stop or yield at traffic controls or to other vehicles.



## Culture of Safety Action Items Summary

Action	Completion	Priority Action	On Page #
<b>P-1: Outreach and Education to the Community</b>		No	42
<b>P-2: Collaboration with Community Partners and Ambassadors</b>		No	43
<b>P-3: Coordination of Campaigns</b>		No	44
<b>P-4: Ending Impaired Driving Deaths</b>		Yes	44
<b>P-5: Expansion of Automated Enforcement</b>		No	45
<b>P-6: Focused Enforcement Efforts</b>		No	46
<b>P-7: Expand Safe Routes to School</b>		No	48
<b>P-8: Bike Riding and Safety Courses</b>		No	49
<b>P-9: County Employees using Fleet Vehicles</b>		No	50
<b>P-10: Conspicuity for County Employee Uniforms</b>		No	50
<b>R-1: Prompt Medical Service</b>		No	51
<b>R-2: Planning and Coordination for Safe Traffic Incident Management</b>		No	51

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

**FY22 Lead:** Transportation, Vision Zero Coordinator

**FY22 Contributor:** Public Information Office, Regional Services Centers

**FY22 Completion:** ●●●●●

**FY22 Work Completed:**

**Communication Guidance:** The Vision Zero Coordinator updated the Vision Zero communication guidance document to include advice on equitable outreach and engagement.

**Coordinated Safety Campaigns:** MCDOT worked with partner County departments, State agencies, and municipal staff to implement comprehensive traffic safety education and outreach. This included outreach and education efforts with the Police Department (outreach events and co-located enforcement), Recreation Department (bicycle rodeos with Excel Beyond the Bell students), and the Maryland Highway Safety Office (National Night Out, Walktober, and Street Smart).

**Expanded Campaign Calendar:** The Vision Zero Steering Committee adopted an updated campaign calendar with additional campaigns during its December 2021 meeting. Messages were developed and distributed, mainly through social media channels, focused on move-over and motorcycle safety laws. The Maryland Highway Safety Office developed a new campaign focused on [what to do during a roadside emergency](#). For Older Driver Safety Week in December, the [Engage@HOME series](#) featured several speakers on the topic. HHS, REC, and MCDOT have partnered to perform direct outreach at senior centers across the county.



*Information on what to do during a roadside emergency developed by MHSO.*

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

**FY22 Lead:** Transportation, Vision Zero Coordinator

**FY22 Contributor:** Regional Services Centers, Public Information Office, Public Schools, Recreation

**FY22 Completion:** ●●●●○

**FY22 Work Completed:**

**Identify local groups for engagement** - Staff regularly use the HOA/COA finder tool to determine neighborhood contacts and is one of the resources now listed for staff to review when developing lists for outreach. The Safe Routes to Schools newsletter was restarted to engage school principals, administrators, and parents in the SRTS program.

**2022 Youth Ambassador Program** - MCDOT hosted [30 high school students in this year's program](#). Youth Ambassadors were tasked with group projects that encompassed engineering, education, or enforcement topics. Resources and project guidance were provided by MCDOT to execute projects that will ultimately improve the safety of County residents.



*Group of Vision Zero Youth Ambassadors with Duwan Morris, Pedestrian Safety Outreach Manager and Youth Ambassador Manager, at the graduation ceremony.*

**MCPS and School Permits** - MCDOT is continuing to seek and obtain input from MCPS regarding the addition of safety materials associated with school parking permit applications by students.

**Driver's License Renewal questions** - Due to turnover at the County and State levels with the Pedestrian-Bicycle Emphasis Area Team (P-BEAT), this item was not pursued in FY22.

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

**FY22 Lead:** Transportation, Vision Zero Coordinator

**FY22 Contributor:** Public Information Office, Regional Services Centers

**FY22 Completion:** ●●●●●

**FY22 Work Completed:**

Outreach efforts for S-1 High Injury Network safety audits varied based on previous work performed in the areas and available resources.

- For the Aspen Hill studies along Georgia Avenue and Connecticut Avenue, feedback from the [Aspen Hill Vision Zero study](#) was reviewed and incorporated.
- There was a public meeting held March 22 and an online survey was hosted for those unable to attend for the [New Hampshire Avenue road safety](#) audit. The public meeting and survey were in English and Spanish.
- For the Snouffer School Road post-construction audit, postcards were sent to nearby residents and businesses with a link to a survey about their concerns. To help with survey promotion, the Pedestrian Safety outreach team met with residents outside local grocery stores at high traffic times.

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

**FY22 Lead:** Vision Zero Coordinator, Police

**FY22 Contributor:** Transportation, Public Information, Health and Human Services, Alcohol Beverage Services, Highway Safety Office

**FY22 Completion:** ●●●●○

**FY22 Work Completed:**

***New Anti-Impaired Driving Strategic Plan*** - A workgroup of County employees finalized a draft Anti-Impaired Driving Strategy during FY22 and will release it publicly during fall 2022 for public feedback prior to adoption. Though the strategy is not formally adopted, the departments will be using the draft strategy as it prepares for the upcoming legislative session.

***Anti-Impaired Driving Joint Operations*** - There have been high visibility enforcement details recently working with Maryland State Police on I-270, I-495 and other state highways with known impaired driving risks. This work has been supported through grants. MCPD continues its annual [Holiday Alcohol Task Force](#) to deter and remove impaired drivers off the road between Thanksgiving and New Year's Day.

Overall DUI arrests are down since the COVID-19 pandemic and lower overall traffic volume, but resources are focused on areas with known high risk for impaired driving crashes.

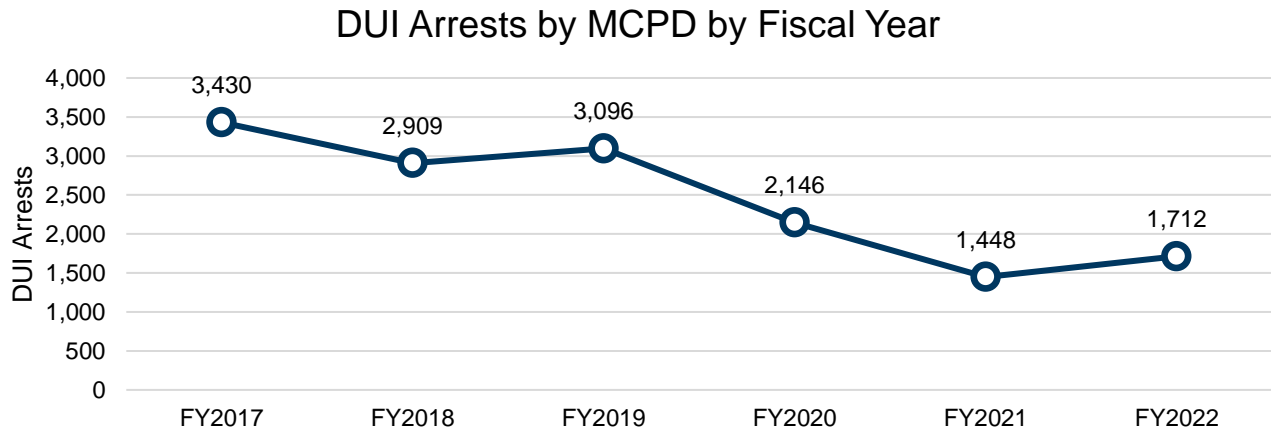


Figure 8 - Arrests by MCPD officers for driving under the influence of drugs and/or alcohol by fiscal year.

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

**FY22 Lead:** Police

**FY22 Contributor:** Transportation

**FY22 Completion:** ●●●●●

**FY22 Work Completed:**

A new contract for automated speed and red-light enforcement was executed on March 31. The new contract will allow for phased expansion of camera fleet by 10 speed and 5 red-light cameras a year for the life of the 5-year contract.

New [Safe Speed corridors](#) were approved throughout the year including High Injury Network locations along Georgia Avenue and Norbeck Road.

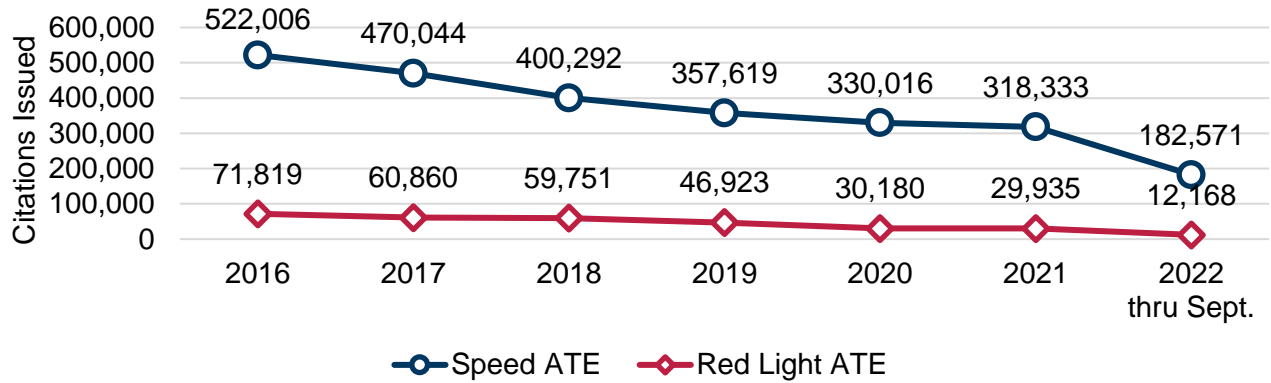


Figure 9 - Citations by calendar year from speed and red-light automated enforcement programs.

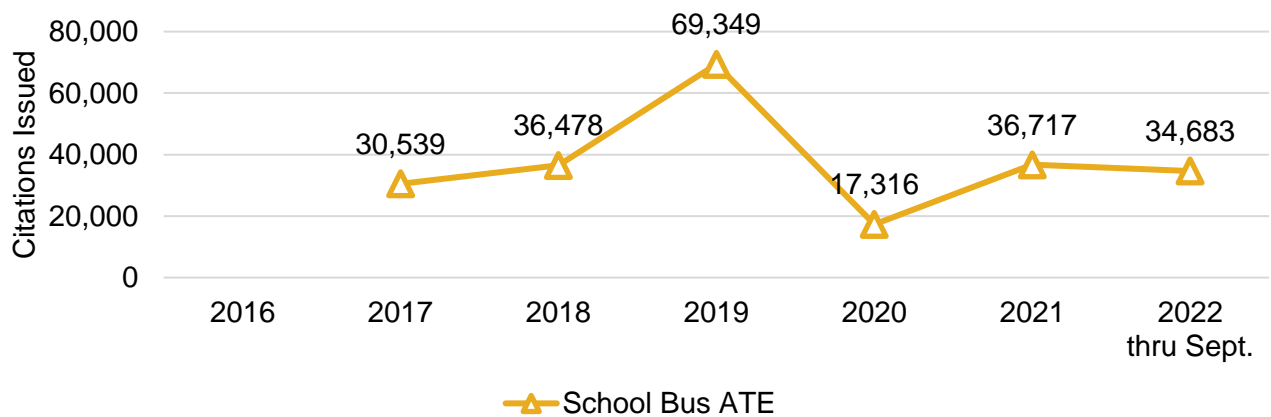


Figure 10- Citations by calendar year for drivers passing stopped school buses with automated enforcement.

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

**FY22 Lead:** Police

**FY22 Contributor:** Transportation

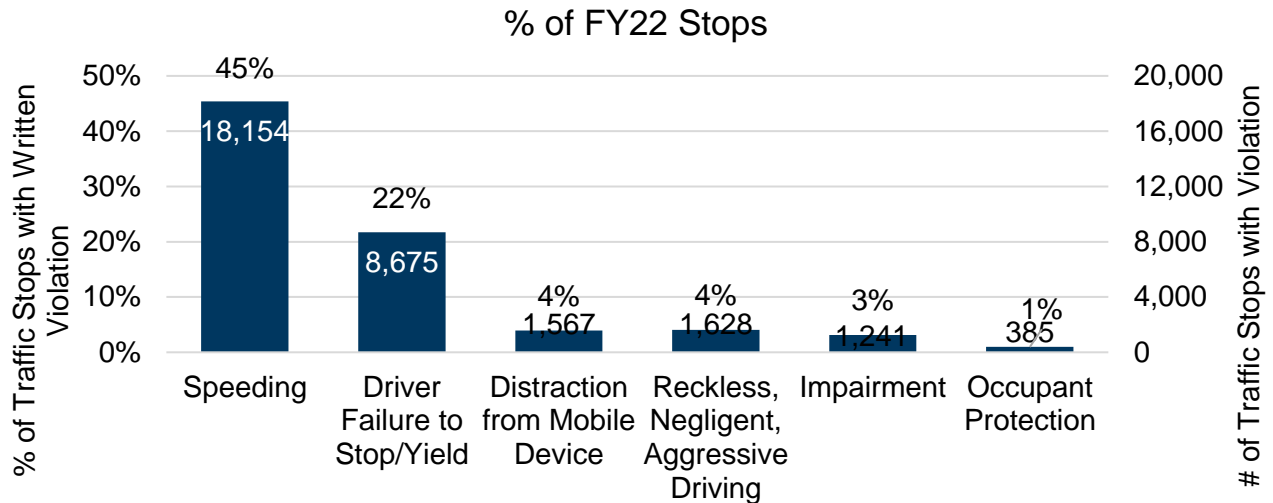
**FY22 Completion:** ●●●●●

**FY22 Work Completed:**

**Centralized Motor Units** - At the start of FY22, 26 officers previously assigned to a district patrol team were assigned to the central traffic unit. Each district has retained a traffic complaint officer to address local issues.

**“Focus on the Five” for dangerous road user behavior** - As part of the central traffic unit, the dedicated high visibility enforcement covers the top 5 dangerous behaviors. Nearly half

(45%) of all stops by an MCPD officer in FY22 resulted in a citation or warning for excessive speed.



*Figure 11 - Percentage of traffic stops by MCPD officers resulting from violations of dangerous behaviors. A stop can result in multiple traffic violations.*

**Fines and equity:** As part of the centralized traffic unit in MCPD, the department utilizes warnings as a way to first educate residents about safety infractions unless the infraction endangers public safety or the driver has a history of similar warnings and citations. MCPD officers are guided on the proper level of enforcement through [FC1000](#), which was updated in January 2021.



*MCPD and Recreation staff discuss bike safety with students at bike rodeo event.*

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

**FY22 Lead:** Transportation, Public Schools

**FY22 Contributor:**

**FY22 Completion:** ●●●○○○

**FY22 Work Completed:**

***Partner with Community Associations*** - Partnership opportunities with PTA and Community Associations that increase parent participation have been successfully [completed through various campaigns](#): Walk and Bike to School events, back to school fairs, student art contest (elementary school students and parents), Vision Zero Youth Ambassadors (high school students and parents) and the Heads Up/Phones Down contest (middle and high school students and parents), and signing up additional schools to [become SRTS ambassadors](#).



*Safe Routes to School Coordinator Duwan Morris talks with parents and students at back-to-school fair.*

***“Train the trainer” toolkit*** - MCPS requested bike education to incorporate in their education curriculum. MCDOT to respond with train the trainer curriculum and pilot options.

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

**FY22 Lead:** Transportation, Public Schools

**FY22 Contributor:** N/A

**FY22 Completion:** ●●●●○

**FY22 Work Completed:**

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

***Student bike rodeos*** - 10 bike rodeos with 300+ students learning safe biking skills.



*Photos from a bike rodeo held during FY22.*

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

**FY22 Lead:** General Services, Finance, Police, Fire/Rescue

**FY22 Contributor:** N/A

**FY22 Completion:** ●●●●○

**FY22 Work Completed:**

***Practical driver training for public safety employees*** - MCPD and MCFRS have safety modules at the training academy covering safe driving under emergency and non-emergency situations.

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

***Limiting distracted driving for Police Officers*** - 2017 hands-free procedures remain in place. MCPD has a new refresher training through the Public Safety Training Academy.

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**P-10: Conspicuity for County Employee Uniforms:** Provide high visibility gear for employees working in or near roadways as uniforms are replaced or purchased for new employees.

**FY22 Lead:** Police, Transportation, Fire/Rescue

**FY22 Contributor:** Vision Zero Coordinator

**FY22 Completion:** ●●●●●

**FY22 Work Completed:**

***County positions that require field work*** - The Vision Zero Coordinator, with assistance from Vision Zero Research Fellows, identified 112 County Government positions where field work in or near the right-of-way is required in the position description.

***Uniform and safety gear upgrades for improved conspicuity*** - The Central Traffic Unit within Montgomery County Police has ordered high visibility jackets and rain gear. The rest of the department and changes to standard uniforms are likely subject to collective bargaining.

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

**FY22 Lead:** Fire/Rescue

**FY22 Contributor:** Police

**FY22 Completion:** ●●●●●

**FY22 Work Completed:**

MCFRS publishes response time data through CountyStat and tracks in real-time internally through dashboards.

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**R-2: Planning and Coordination for Safe Traffic Incident Management:** Utilize leading practices, policies, and technology to eliminate secondary crashes that occur while first responders are on the scene.

**FY22 Lead:** Fire/Rescue, Police

**FY22 Contributor:** Vision Zero Coordinator

**FY22 Completion:** ●●○○○

**FY22 Work Completed:**

Work on the updates for traffic incident management policies is underway by departmental workgroups. Work on syncing departmental policies will continue into FY23.

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