

Status of Vision Zero Fiscal Year 2023 Action Items – Quarter 3 Update

Below is a summary of the work completed on the [Vision Zero Fiscal Year 2023 Plan](#) between Jan. 1 and Mar. 31, 2023.

Quarter 3 (January 1 – March 31, 2023) Highlights

- **2023 State Legislative Session:** Montgomery County Government supported multiple bills during the 90 day legislative period for expanding automated enforcement and ignition interlock programs. While the automated enforcement expansion bills and ignition interlock expansion were defeated, [one bill related to impaired driving](#) will now count boating while impaired as a prior conviction for people convicted of driving a vehicle while impaired.
- **Increased State Funding:** The State [increased local aid for transportation](#) to Montgomery County by 9.8% compared to the current fiscal year to \$32.9 million. New funding includes connecting school safety beacons, advancing bus rapid transit, Columbia Pike (US 29) lighting improvements, and Spencerville Road/Sandy Spring Road (MD 198) sidewalk improvements.
- **Veirs Mill Road Bicycle and Pedestrian Projects:** The Veirs Mill Road Bus Rapid Transit and Bicycle/Pedestrian Projects reached the 35% design milestone and designs were [submitted to Montgomery Planning](#) for comment.
- **Bethesda Bikeways:** Construction continues on the [Montgomery Lane/Montgomery Avenue Two-Way Separated Bike Lanes](#) as part of the Bethesda bike network build out.
- **Wheaton Bikeways:** Design for [Amherst Ave Bikeway](#), [Upton Drive Greenway](#), and [McComas Ave Greenway](#) is on-going with upcoming feedback sessions planned for McComas this spring.
- **Old Georgetown Road Bikeway:** The State Highway Administration [released its interim analysis](#) of the Old Georgetown Road bike lanes from Tilden Lane to Ryland Drive. Since project implementation, no pedestrians or cyclists have been struck.
- **Lighting Upgrades:** MCDOT/Streetlights worked to improve safe travel conditions for pedestrians and motorists alike. Forty (40) intersections within Bethesda's Central Business District have been upgraded to improve lighting conditions.
- **2023 Heads Up Phones Down Contest:** 185 submissions from high school students for this year's [Heads Up, Phones Down contest](#). Winning videos will be selected in April and posted on the contest website.
- **2023 Vision Zero Youth Ambassadors:** 39 high school students were selected to join this year's cohort of [Vision Zero Youth Ambassadors](#). The ambassadors will work on five group projects through May.

For detailed information on each of the Plan's 45 action items, see next pages or use the hyperlinks below.

- [How to Read the Action Item Updates](#)
- [Status of Priority Action Items](#)
- [Status of All Action Items](#)

Quarter 3 Highlight Reel

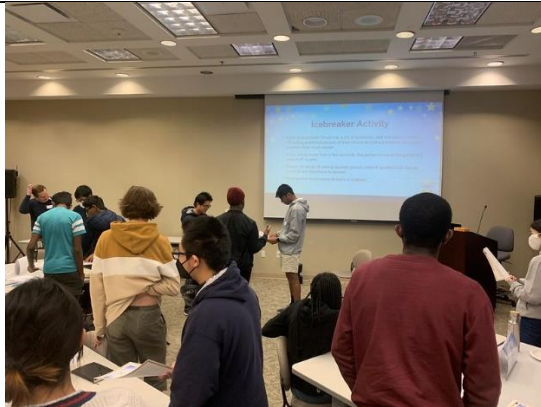
Below are photos highlighting work the Vision Zero Team completed during the past quarter.



Construction of Montgomery Lane two-way bikeway underway.



New pedestrian bridge installed over Connecticut Ave for the future Purple Line and Capital Crescent Trail.



Vision Zero Youth Ambassadors take part in an icebreaker activity at their first session in February.



Students at Northwest High School stop by the Heads Up, Phones Down booth at their school.

How to Read the Action Item Updates

The County Government and its safety partners developed detailed annual work plans to make progress on the action items in the [Vision Zero 2030 Action Plan](#). The following pages provide details on how the County is progressing on its annual work plan. Each action item has a status update and follows the same format:

- **Action Item** – The action item number and short description of the action item.
- **Action Item Description** – Long-term action item description. This describes the ongoing work through the Plan’s lifetime to fully implement the action item.
- **FY23 Status** – Tracking whether work on the annual work plan is on track to be completed by the end of the fiscal year (June 30). Action items can have the following statuses:
 - On-going and On-Schedule: Work on the action item is underway and expected to meet the end of the year deadline for completion.
 - Behind Schedule, Work Underway: Work on the action item is underway, but current estimates place completion beyond the end of the year deadline for completion.
 - Behind Schedule, Not Started: Work on the action item has not started and if not expedited will not meet the end of the year deadline for completion.
 - Not Started: Work on the action item has not started but scheduled to start later in the year and be completed on-time.
 - No Resources: Work on the action item cannot start or be fully completed due to lack of funding or staff.
 - Complete: Work is finished on the annual work plan.
- **FY23 Implementation** – A written summary of recently completed or upcoming work on the action item.

Status of Priority Action Items

The Vision Zero 2030 Action Plan identifies ten action items as priority actions. Priority actions have the highest potential impact on reducing serious and fatal injuries, can be applied across the transportation network, and support safe travel for all modes.

See the [Status of All Action Items](#) section below to view the status of all action items.

Priority Action Item	Action Item Description	FY23 Status	FY23 Implementation
S-1: High Injury Network Projects	Implement safety countermeasures on identified high-risk road segments and intersections.	On-Going and On-Schedule	<p>Study: Three road safety audits are planned for FY23 with the first planned along Lost Knife Road between Odenhal Road and Montgomery Village Avenue. This audit started in winter 2023. The other audits are along Crystal Rock Drive between Germantown Road and Father Hurley Boulevard and Randolph Road between Georgia Avenue and Connecticut Avenue to start in the spring.</p> <p>Design: Design for safety improvements along Sam Eig Highway is underway with implementation in FY24. Next will be advancing from study to design for Lost Knife Road and lighting analysis for Snouffer School Road.</p> <p>Construction: Implementation of last year's study recommendations along Randolph Road between Colie Drive and Hunters Lane is underway with signing and marking upgrades completed.</p>
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.	Completed	<p>Pedestrian hybrid beacons installed this fiscal year:</p> <ul style="list-style-type: none"> • West Lake Drive and Lake View Drive • Twinbrook Road and Halpine Road <p>Traffic signals installed this fiscal year:</p> <ul style="list-style-type: none"> • Snouffer School Road and Sweet Autumn Drive • Randolph Road and Bushey Drive • Sangamore Road and Walhonding Road
S-4: Signal Timing and Phasing	Where appropriate, modify signal phasing and timing to	On-Going and On-Schedule	Signal timing and phasing upgrades are underway or under consideration for the Randolph Road HIN corridor.

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	provide protection for all road users.		<p>No signal timing or phasing changes are recommended as part of the Sam Eig Highway HIN study.</p> <p>The County Council introduced Bill 11-23 which would require no turn on red restrictions and leading pedestrian intervals at prescribed locations. A committee work session to review the bill was held on March 30.</p> <p>Exclusive left turn installations have been made and listed under S-5 below.</p>
<p>S-7: Separated, Low-Stress Bicycle Facilities</p>	<p>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.</p>	<p>On-Going and On-Schedule</p>	<p>MCDOT and SHA had 16 bikeway projects in the design phase, 4 ready for construction, and 3 under construction, and 4 substantially completed.</p> <p>Bikeways under design:</p> <ul style="list-style-type: none"> • Amherst Avenue bikeway held public feedback in June and July on current designs. Reached 70% design this winter with mandatory referral process scheduled for May 2023. • Fenton Street cycletrack reached 65% design in summer 2022 and expect to reach 90% design in winter 2023 with construction to start fall 2023. • Grove Street neighborhood greenway project has interim treatments installed with design expected to start on permanent treatments in spring 2023. • Veirs Mill Road Bicycle & Pedestrian Improvements are at 35% design with public feedback period held in October 2022. The bikeway and bus rapid transit project will go to mandatory referral in the spring. • Woodmont Phase II (Wisconsin Ave to Miller Ave & Montgomery Ln to Norfolk Ave) at approximately 30% design.

Priority Action Item	Action Item Description	FY23 Status	FY23 Implementation
			<ul style="list-style-type: none"> • Montgomery Ln/Ave Cycletrack – Phase 2B design is complete (Woodmont Ave to Waverly St) and 2C is at 30% design. • Seven Locks Road bikeway has reached the 35% design milestone. • Bradley Boulevard (MD 191) reached 70% design milestone in March 2023. • Tuckerman Lane sidewalk/bikeway project reached 35% design in spring 2022 with mandatory referral hearing scheduled for May 2023. The project has been funded for final design and construction starting in FY27. • MD 355 Clarksburg shared use path design completed this fall with right of way acquisition to start in January 2023. • Heritage Triangle Trail – Phase I, Dr. Bird/Norwood Road from MD 108 to Layhill Road is in preliminary design for both the Dr. Bird Road and Norwood Road shared use path facilities. • Marinelli Road design is at 90% with completion expected by early spring 2023. Construction anticipated fall 2023, weather permitting. Project delayed due to Pepco/Exelon construction along Marinelli Road. Final coordination underway with Metro (WMATA) and the Nuclear Regulatory Commission (NRC). • MacArthur Boulevard from I-495 to DC is in final design this year with construction expected in FY24. • Dale Drive Shared Use Path and Safety Improvements expected to finish design in spring 2023.

Priority Action Item	Action Item Description	FY23 Status	FY23 Implementation
			<ul style="list-style-type: none"> • MCDOT coordinating with SHA on Sandy Spring Bikeway. • Design and public feedback period underway for 2 neighborhood greenways in Wheaton: McComas Ave and Upton Drive. <p>Bikeways under or ready to start construction:</p> <ul style="list-style-type: none"> • Montgomery Avenue Phase IIA is under construction. • Emory Lane & Muncaster Mill Road (MD 115) shared use path under construction and will be completed this spring. • MD 355 Grosvenor shared use path – Permitting Services identified LOD areas affecting the 100 year flood plane. A waiver letter to the Department of Environmental Protection has been submitted. A 9 month delay is anticipated for this process. Start of construction is now anticipated for Q1 of FY 24. • Good Hope Road shared use path completed design and will be put out to bid this spring. • Metropolitan Branch Trail in Downtown Silver Spring was re-advertised for construction in August. Construction expected to begin late summer 2023. • Capital Crescent Trail along the Purple Line resumed full construction activities with passenger service and renewed CCT trail expected to open in 2026. The pedestrian bridge over Connecticut Avenue was installed. • Procurement process started to build Flower Avenue and Carroll Avenue bike lanes as part of improving access to future Purple Line stations.

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			Bikeways with substantial construction complete: <ul style="list-style-type: none"> • Woodmont Avenue Phase I from Miller Avenue to Montgomery Lane completed early fall 2022 with re-opening of travel lanes. • Bethesda Avenue from Woodmont Ave to Wisconsin Ave completed early fall 2022. • SHA installed buffered bicycle lanes on nearly two miles of Old Georgetown Road between south of I-495 (Capital Beltway) and Nicholson Lane. • Aspen Hill Neighborhood Greenway phase I installation complete.
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.	On-Going and On-Schedule	<p>MCDOT/Streetlights worked to improve safe travel conditions for pedestrians and motorists alike. Forty (40) intersections within Bethesda's Central Business District have been upgraded to improve lighting conditions.</p> <p>MCDOT/Streetlights completed 11 lighting improvement requests based on reports and/or requests to improve lighting conditions, received from County residents. Twenty-three (23) new streetlights have been installed. Additionally, five (5) streetlights received an upgrade and/or service to improving nighttime lighting conditions.</p>
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.	On-Going and On-Schedule	<ul style="list-style-type: none"> • Franklin Avenue sidewalk is expected to start construction in spring 2023. • Rebuilding the sidewalk along Rockville Pike between the North Bethesda Metro Station and Pike & Rose was underway in FY23Q1 and completed north and south sides in early October. The rebuilt sidewalks are wider and provide a grass strip between people on the sidewalk and motorists. • 21,000 linear feet of sidewalk installed under sidewalk minor program.

Priority Action Item	Action Item Description	FY23 Status	FY23 Implementation
<p>M-1: Examine Speed Limit on Transportation Projects</p>	<p>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.</p>	<p>On-Going and On-Schedule</p>	<p>See S-7 above for shared use path projects underway.</p> <p>Speed limit reductions implemented this fiscal year:</p> <ul style="list-style-type: none"> • Greenwood Ave from Piney Branch Rd to Takoma Park City limits. Lowered to 20 MPH. • Dartmouth Ave from Winsor St to Cedar St. Lowered to 20 MPH. • Cummings La from Brennon La to Western Ave. Lowered to 20 MPH. • Brennon La from Shepherd St to Camilier Dr. Lowered to 20 MPH. • Camilier Dr from Brennon La to Cummings La. Lowered to 20 MPH. • Decatur Ave from Weford Dr to Connecticut Ave. Lowered to 20 MPH. • Lawrence Ave from Decatur Ave to Connecticut Ave. Lowered to 20 MPH. • Greenwood Ave from Piney Branch Rd to Takoma Park City limits. Lowered to 20 MPH. • Huntington Parkway from Bradley Boulevard to Old Georgetown Road. Lowered to 30 MPH to 25 MPH. <p>Speed limit changes made by the County Government can be found at Roads with Reduced Speed Limits (montgomerycountymd.gov).</p>
<p>T-1: Pedestrian and Bicycle Infrastructure Improvements Along New Transportation Projects</p>	<p>Build pedestrian and bicycle infrastructure and wayfinding for Purple Line and future Bus Rapid Transit (BRT) routes to create complete streets on transit corridors.</p>	<p>On-Going and On-Schedule</p>	<p>Ped/bike projects are being designed along with the MD 355 (Rockville Pike, Hungerford Drive, Frederick Road) and MD 586 (Veirs Mill Road) bus rapid transit projects. The pedestrian and bicycle safety projects along Veirs Mill Road reached 35% design and a public feedback period was held in October.</p>

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			<p>Along and around the Purple Line, procurement process was underway for building bike lanes along Flower Avenue and Carroll Avenue, full construction activity resumed along the Capital Crescent Trail, and the Metropolitan Branch Trail in Downtown Silver Spring was re-advertised for bids in August.</p>
<p>T-2: Transit Stop Safety</p>	<p>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.)</p>	<p>On-Going and On-Schedule</p>	<p>An audit of transit stops will be incorporated into the High Injury Network (HIN) studies scheduled for completion in winter and spring of 2023. Recommendations from the audits/HIN studies will include recommendations for applicable upgrades to transit stops.</p> <p>Work on incorporating a pilot project along Fenton Street for navigation assistance for people with no and low vision is expected to occur in spring 2023.</p>
<p>P-4: Ending Impaired Driving Deaths</p>	<p>Implement a multifaceted program towards ending impaired driving deaths with focus on prevention and treatment.</p>	<p>Behind Schedule, Work Underway</p>	<p>Strategic Plan: A workgroup of County employees finalized a draft Anti-Impaired Driving Strategy during FY22 and will release it publicly in spring 2023 after County Executive review. Though the strategy is not formally adopted, the departments used the draft strategy during the 2023 State legislative session.</p> <p>Enforcement: Montgomery County Police arrested 227 people for driving under the influence in FY23Q3. 834 arrests have been made this fiscal year through the end of the third quarter. MCPD also partnered with the Washington Regional Alcohol Program, Maryland Highway Safety Office, and the County's Alcohol Beverage Service to promote safe alternatives to driving impaired.</p> <p>Legislation: The County continued to advocate for closing the "Noah's Law" loophole during the 2023 State Legislative Session that lets defendants given probation before judgement for a DUI avoid having an ignition</p>

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			<p>interlock. This year, the legislation passed the Senate, but ran out of time to pass in the House. Other bills passing through the legislature this year were counting boating while intoxicated as a prior conviction for driving while intoxicated and prohibiting a law enforcement officer from initiating a stop or a search of a person, a motor vehicle, or a vessel based solely on certain factors related to the smell of cannabis.</p> <p>Cannabis Legalization: MCPD's "Green labs" were featured in the Wall Street Journal highlighting how police and medical marijuana users can tackle drug-impaired driving.</p> <p>The County created a cannabis task force to monitor and advocate for the safe use of cannabis now that recreational cannabis use has passed and will take full effect July 1.</p>

Status of All Action Items

The table below provides details on how the County Government and its partners are progressing the action items listed in the Vision Zero 2030 Plan. During FY23, work is underway on all 45 actions.

Action Item	Action Item Description	FY23 Status	FY23 Implementation
S-1: High Injury Network Projects	Implement safety countermeasures on identified high-risk road segments and intersections.	On-Going and On-Schedule	<p>Study: Three road safety audits are planned for FY23 with the first planned along Lost Knife Road between Odenhal Road and Montgomery Village Avenue. This audit started in winter 2023. The other audits are along Crystal Rock Drive between Germantown Road and Father Hurley Boulevard and Randolph Road between Georgia Avenue and Connecticut Avenue to start in the spring.</p> <p>Design: Design for safety improvements along Sam Eig Highway is underway with implementation in FY24. Next will be advancing from study to design for Lost Knife Road and lighting analysis for Snouffer School Road.</p> <p>Construction: Implementation of last year’s study recommendations along Randolph Road between Colie Drive and Hunters Lane is underway with signing and marking upgrades completed.</p>
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.	Behind Schedule, Work Underway	<ul style="list-style-type: none"> Reconstruction of the intersection of Fenton Street and Philadelphia Avenue, which will remove the free right turn lanes, moved to fall 2023 in order to construct this project along with the rest of the cycletrack project. Old Georgetown Road and Tilden Lane was delayed, but started construction in October 2022. This project will also tie into the extended bike lanes to be built by State Highway. The County is coordinating with the State Highway Administration on the removal of “hot

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			<p>right” turn lanes at Old Georgetown Road and Rockville Pike.</p> <ul style="list-style-type: none"> Budget and scheduling constraints have moved the construction of Seneca Road and Esworthy Road to fiscal year 2024.
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.	Completed	<p>Pedestrian hybrid beacons installed this fiscal year:</p> <ul style="list-style-type: none"> West Lake Drive and Lake View Drive Twinbrook Road and Halpine Road <p>Traffic signals installed this fiscal year:</p> <ul style="list-style-type: none"> Snouffer School Road and Sweet Autumn Drive Randolph Road and Bushey Drive Sangamore Road and Walkhonding Road
S-4: Signal Timing and Phasing	Where appropriate, modify signal phasing and timing to provide protection for all road users.	On-Going and On-Schedule	<p>Signal timing and phasing upgrades are underway or under consideration for the Randolph Road HIN corridor. No signal timing or phasing changes are recommended as part of the Sam Eig Highway HIN study.</p> <p>The County Council introduced Bill 11-23 which would require no turn on red restrictions and leading pedestrian intervals at prescribed locations. A committee work session to review the bill was held on March 30.</p> <p>Exclusive left turn installations have been made and listed under S-5 below.</p>
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	Completed	<p>Left turn safety improvements have been implemented at the following intersections to date:</p> <ul style="list-style-type: none"> Randolph Road at Garden Gate Road/Middlevale Lane - an exclusive only left turn phase has been implemented for the eastbound Randolph Road approach. Randolph Road at Livingston Street - exclusive only left turn phases have been implemented for

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	specific focus on left turn safety issues.		<p>the eastbound and westbound Randolph Road approaches.</p> <ul style="list-style-type: none"> • Randolph Road at Bushey Drive - a new traffic signal has been installed, with exclusive only left turn phasing for the eastbound and westbound Randolph Road approaches. A new left turn lane was constructed for the westbound Randolph Road approach to address the lack of left turn storage for this movement. • Randolph Road and Middlevale Lane – implemented exclusive left-turn signal. • Snouffer School Rd and Sweet Autumn Ln – implemented exclusive left turn signal.
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.	On-Going and On-Schedule	<p>The draft roadway departure report has been circulated for review and coordination with other Divisions (Transportation Engineering and Highway Services) to assess how to advance improvements, based on scopes and potential budget/schedules.</p> <p>Evaluating these roadways for this treatment will take time and other needed repairs will need to be completed prior many of the efforts noted in the report, such as the high friction treatment.</p> <p>Additional discussions are in progress to establish a tentative plan to begin concept design for implementation of treatments and countermeasures.</p>
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	On-Going and On-Schedule	<p>MCDOT and SHA had 16 bikeway projects in the design phase, 4 ready for construction, and 3 under construction, and 4 substantially completed.</p> <p>Bikeways under design:</p> <ul style="list-style-type: none"> • Amherst Avenue bikeway held public feedback in June and July on current designs. Reached 70%

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	<p>be considered when opportunities arise such as redevelopment, repaving, or would increase safety on a high crash risk road.</p>		<p>design this winter with mandatory referral process scheduled for May 2023.</p> <ul style="list-style-type: none"> • Fenton Street cycletrack reached 65% design in summer 2022 and expect to reach 90% design in winter 2023 with construction to start fall 2023. • Grove Street neighborhood greenway project has interim treatments installed with design expected to start on permanent treatments in spring 2023. • Veirs Mill Road Bicycle & Pedestrian Improvements are at 35% design with public feedback period held in October 2022. The bikeway and bus rapid transit project will go to mandatory referral in the spring. • Woodmont Phase II (Wisconsin Ave to Miller Ave & Montgomery Ln to Norfolk Ave) at approximately 30% design. • Montgomery Ln/Ave Cycletrack – Phase 2B design is complete (Woodmont Ave to Waverly St) and 2C is at 30% design. • Seven Locks Road bikeway has reached the 35% design milestone. • Bradley Boulevard (MD 191) reached 70% design milestone in March 2023. • Tuckerman Lane sidewalk/bikeway project reached 35% design in spring 2022 with mandatory referral hearing scheduled for May 2023. The project has been funded for final design and construction starting in FY27. • MD 355 Clarksburg shared use path design completed this fall with right of way acquisition to start in January 2023. • Heritage Triangle Trail – Phase I, Dr. Bird/Norwood Road from MD 108 to Layhill Road

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			<p>is in preliminary design for both the Dr. Bird Road and Norwood Road shared use path facilities.</p> <ul style="list-style-type: none"> • Marinelli Road design is at 90% with completion expected by early spring 2023. Construction anticipated fall 2023, weather permitting. Project delayed due to Pepco/Exelon construction along Marinelli Road. Final coordination underway with Metro (WMATA) and the Nuclear Regulatory Commission (NRC). • MacArthur Boulevard from I-495 to DC is in final design this year with construction expected in FY24. • Dale Drive Shared Use Path and Safety Improvements expected to finish design in spring 2023. • MCDOT coordinating with SHA on Sandy Spring Bikeway. • Design and public feedback period underway for 2 neighborhood greenways in Wheaton: McComas Ave and Upton Drive. <p>Bikeways under or ready to start construction:</p> <ul style="list-style-type: none"> • Montgomery Avenue Phase IIA is under construction. • Emory Lane & Muncaster Mill Road (MD 115) shared use path under construction and will be completed this spring. • MD 355 Grosvenor shared use path – Permitting Services identified LOD areas affecting the 100 year flood plane. A waiver letter to the Department of Environmental Protection has been submitted. A 9 month delay is anticipated

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			<p>for this process. Start of construction is now anticipated for Q1 of FY 24.</p> <ul style="list-style-type: none"> • Good Hope Road shared use path completed design and will be put out to bid this spring. • Metropolitan Branch Trail in Downtown Silver Spring was re-advertised for construction in August. Construction expected to begin late summer 2023. • Capital Crescent Trail along the Purple Line resumed full construction activities with passenger service and renewed CCT trail expected to open in 2026. The pedestrian bridge over Connecticut Avenue was installed. • Procurement process started to build Flower Avenue and Carroll Avenue bike lanes as part of improving access to future Purple Line stations. <p>Bikeways with substantial construction complete:</p> <ul style="list-style-type: none"> • Woodmont Avenue Phase I from Miller Avenue to Montgomery Lane completed early fall 2022 with re-opening of travel lanes. • Bethesda Avenue from Woodmont Ave to Wisconsin Ave completed early fall 2022. • SHA installed buffered bicycle lanes on nearly two miles of Old Georgetown Road between south of I-495 (Capital Beltway) and Nicholson Lane. • Aspen Hill Neighborhood Greenway phase I installation complete.
S-8: Safe Trail Crossings	Systematically upgrade the 156 trail crossings for safety improvements and develop safe trail connections to	On-Going and On-Schedule	Montgomery Parks has 32 trail intersections that are under design or waiting for construction. Parks won a \$7.5 million Safe Streets and Roads for All grant to support these projects over the next 5 years.

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	neighborhoods. Create standalone CIP projects for larger improvements such as major signal improvements or bridges.		
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.)	On-Going and On-Schedule	<p>Walkability audits at ten schools are underway and should be completed by spring or early summer 2023. They include:</p> <ul style="list-style-type: none"> • John F. Kennedy HS • Seneca Valley HS • Northwest HS • Argyle MS • Roberto Clemente MS • S. Christa McAuliffe ES • Strathmore / Bel Pre ES • Clopper Mill ES • Germantown ES • Great Seneca ES <p>Recommended improvements in walksheds previously studied starting construction in spring 2023.</p> <ul style="list-style-type: none"> • Greencastle ES • Watkins Mill HS • Montgomery Village MS • Stedwick ES • Whetstone ES <p>Spot improvements in school walksheds are being addressed as issues/concerns are identified. One spot improvement will be pursued and should be designed by May 2023, with construction in FY24 at Springbrook HS. At Springbrook HS - Improvements to Valley Brook</p>

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			Drive/Greenhill Drive intersection include crosswalk, pedestrian landing area, and four-way stop sign installation.
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.	On-Going and On-Schedule	<p>The State Highway Administration utilized an existing repaving project to add buffered bicycle lanes on nearly two miles of Old Georgetown Road between south of I-495 (Capital Beltway) and Nicholson Lane.</p> <p>MCDOT is coordinating with WSSC for paving and bikeable shoulders along Kensington Parkway.</p> <p>MCDOT continues its quarterly division meetings to review the paving schedule and coordinate safety projects with the paving projects.</p>
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.	On-Going and On-Schedule	<p>MCDOT/Streetlights worked to improve safe travel conditions for pedestrians and motorists alike. Forty (40) intersections within Bethesda's Central Business District have been upgraded to improve lighting conditions.</p> <p>MCDOT/Streetlights completed 11 lighting improvement requests based on reports and/or requests to improve lighting conditions, received from County residents. Twenty-three (23) new streetlights have been installed. Additionally, five (5) streetlights received an upgrade and/or service to improving nighttime lighting conditions.</p>
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.	On-Going and On-Schedule	<p>The County has repaired or inspected 65,033 grade differentials since the initial sidewalk survey was completed in 2019. A grade differential is an abrupt difference in grade over a quarter of an inch at any point over the length or width of a sidewalk segment.</p>

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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.	On-Going and On-Schedule	<ul style="list-style-type: none"> Franklin Avenue sidewalk is expected to start construction in spring 2023. Rebuilding the sidewalk along Rockville Pike between the North Bethesda Metro Station and Pike & Rose was underway in FY23Q1 and completed north and south sides in early October. The rebuilt sidewalks are wider and provide a grass strip between people on the sidewalk and motorists. 21,000 linear feet of sidewalk installed under sidewalk minor program. <p>See S-7 above for shared use path projects underway.</p>
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.	On-Going and On-Schedule	<p>Currently, the plan is to refresh or mark 250 crosswalks.</p> <p>Retroreflective backplates have been installed at:</p> <ul style="list-style-type: none"> Westlake Drive and Lakeview Drive Twinbrook Pkwy and Halpine Rd Shady Grove Road and Piney Meetinghouse Rd Crystal Rock Dr and Kinster Dr/Waters Landing Dr Shady Grove Road and Piney Meetinghouse Travilah Road and Piney Meetinghouse Road Montrose Road and Tilden Lane Randolph Road and Heurich Road Nicholson Lane and White Flint Driveway Randolph Road and Middlevale Lane
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	On-Going and On-Schedule	<p>Block Permit (formerly Block Party Permit) has been updated to reflect requests for temporary shared streets.</p> <p>Planning and public outreach was underway for a permanent version of the Norfolk Ave steetery in Bethesda.</p>

Action Item	Action Item Description	FY23 Status	FY23 Implementation
	travel and provide benefits to businesses and residents.		
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.	On-Going and On-Schedule	<p>MCDOT and Office of Management and Budget started review of the pedestrian safety impact statement and other justifications for standalone Capital Improvement Projects.</p> <p>The County is partnering with the State Highway Administration for expansion of attributes tracked under the <i>One Maryland, One Centerline</i> infrastructure program.</p>
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.	On-Going and On-Schedule	MCDOT is planning to review project selection criteria for the bicycle minor projects program this fiscal year.
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.	On-Going and On-Schedule	<p>Speed limit reductions implemented this fiscal year:</p> <ul style="list-style-type: none"> • Greenwood Ave from Piney Branch Rd to Takoma Park City limits. Lowered to 20 MPH. • Dartmouth Ave from Winsor St to Cedar St. Lowered to 20 MPH. • Cummings La from Brennon La to Western Ave. Lowered to 20 MPH. • Brennon La from Shepherd St to Camilier Dr. Lowered to 20 MPH. • Camilier Dr from Brennon La to Cummings La. Lowered to 20 MPH. • Decatur Ave from Weford Dr to Connecticut Ave. Lowered to 20 MPH. • Lawrence Ave from Decatur Ave to Connecticut Ave. Lowered to 20 MPH.

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			<ul style="list-style-type: none"> Greenwood Ave from Piney Branch Rd to Takoma Park City limits. Lowered to 20 MPH. Huntington Parkway from Bradley Boulevard to Old Georgetown Road. Lowered to 30 MPH to 25 MPH. <p>Speed limit changes made by the County Government can be found at Roads with Reduced Speed Limits (montgomerycountymd.gov).</p>
M-2: Speed Management Policy	Utilize leading, evidence-based practices for setting context sensitive speed limits that align with Vision Zero and the safe systems approach.	Completed	Updates to County Code Chapter 49 - streets and roads - were reviewed and adopted by the County Council this fall. The update incorporates the speed setting and target speeds in the Complete Streets Design Guide .
M-3: Enforcement of Speed Limits	Utilize hybrid (automated and officer initiated) approach for keeping drivers of motor vehicles at or below the speed limit.	On-Going and On-Schedule	<p>MCPD completed 2,562.5 hours of high visibility enforcement covering speeding/aggressive driving, impaired driving, and distracted driving. Major focus during January through March on impaired driving and speeding.</p> <p>High visibility enforcement and regular patrol efforts resulted in 4,186 stops for speed violations making up 36% of all stops by MCPD officers. (Number does not include citations issued from automated enforcement.)</p> <p>During quarter 2, a grant proposal for more speed display boards was not awarded. Looking for other opportunities to expand the mobile fleet of speed display boards.</p>
T-1: Pedestrian and Bicycle Infrastructure Improvements Along New	Build pedestrian and bicycle infrastructure and wayfinding for Purple Line and future Bus Rapid Transit (BRT) routes to	On-Going and On-Schedule	Ped/bike projects are being designed along with the MD 355 (Rockville Pike, Hungerford Drive, Frederick Road) and MD 586 (Veirs Mill Road) bus rapid transit projects. The pedestrian and bicycle safety projects along Veirs

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Transportation Projects	create complete streets on transit corridors.		<p>Mill Road reached 35% design and a public feedback period was held in October.</p> <p>Along and around the Purple Line, procurement process was underway for building bike lanes along Flower Avenue and Carroll Avenue, full construction activity resumed along the Capital Crescent Trail, and the Metropolitan Branch Trail in Downtown Silver Spring was re-advertised for bids in August.</p>
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.)	On-Going and On-Schedule	<p>An audit of transit stops will be incorporated into the High Injury Network (HIN) studies scheduled for completion in winter and spring of 2023. Recommendations from the audits/HIN studies will include recommendations for applicable upgrades to transit stops.</p> <p>Work on incorporating a pilot project along Fenton Street for navigation assistance for people with no and low vision is expected to occur in spring 2023.</p>
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.	Completed	MCDOT examined the top ten school bus stops with drivers illegally passing stopped school buses for potential mitigations.
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.	On-Going and On-Schedule	The pilot project along University Boulevard West is scheduled for construction for spring or early summer 2023. The project will provide dedicated space for trash and recycling receptacles and keep them out of the sidewalk.
T-5: Maintenance of Travel (MOT) during Sidewalk and Road Closures	Ensure construction and other road closures do not create roadway safety hazards by utilizing County and State laws	Completed	The Department of Permitting Services has implemented operational changes required by updates to Chapter 49, specifically related to Maintenance of Traffic permits.

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	and policies to enforce the law and communicate with the public about closures and how to report violations.		Enforcement and other requirements can be handled with existing resources.
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.	On-Going and On-Schedule	Placement of corrals is done in conjunction of MCDOT's Commuter Services and Transportation Engineering. This is an ongoing education effort through social media, outreach efforts and learn to ride e-scooter classes planned for spring and fall 2023.
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.	Behind Schedule, Work Underway	<p>Montgomery Planning and Montgomery County Department of Transportation submitted a budget proposal to fund a joint curbside management study. The County Council will make final budget decisions in May.</p> <p>The Urban Loading and Delivery Study is currently on hold with Planning staff identifying resources and staff to complete the project.</p>
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.	Completed	Equipment is on hand to provide snow clearing from new sidewalks added under Bill 9-21 last year . Additional equipment will be purchased as necessary.
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	On-Going and On-Schedule	Montgomery Planning is seeking funding to advance this project.

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	devices to access and navigate.		
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.	On-Going and On-Schedule	Improvements to reduce ped-vehicle conflicts by installing mirrors and other potential solutions at the entrances and exits of G31 and G35 in Bethesda, G60 in Silver Spring and G13 in Wheaton. Garage design considerations and various retrofitted signage and warning systems were recommended.
C: Transportation and Land Use Planning	Incorporate Vision Zero and a safe systems approach into functional and area master plans, development review, and subdivision staging.	On-Going and On-Schedule	<ul style="list-style-type: none"> • Thrive 2050 was approved by the County Council on 10/25/22. • The University Blvd W Corridor Plan is underway with outreach, plan analysis, and staff review through fall 2023. • The Pedestrian Master Plan had a public hearing on March 23 and will have work sessions with the Planning Board in the spring before beginning the County Council approval process mid-2023.
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.	On-Going and On-Schedule	<p>MCPD is replacing its motorcycles with models with improved braking and handling.</p> <p>New school buses come with seatbelts for students. MCPS' goal is to install seatbelts on all MCPS buses over the course of the school bus replacement cycle.</p> <p>More vehicles are coming standard with backup cameras and automatic emergency braking.</p>
V-2: Prepare for Autonomous Vehicles	Prepare the County's infrastructure for vehicles that will communicate with each other and the infrastructure.	Behind Schedule, Work Started	Background research and project scoping for the Future Technology Task Force was underway in winter 2023 and will be presented to the Steering Committee in the spring for review.
P-1: Outreach and Education to the Community	Improve project communication and outreach to a broader audience and on multiple communication channels	On-Going and On-Schedule	Montgomery County Government now has consolidated language and outreach specialists within the Office of Community Engagement for help with the top six spoken

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	<p>utilizing County Government outreach staff on safety topics relevant to Montgomery County's identified safety problems and demographics.</p>		<p>languages in the County--Amharic, Chinese, French, Korean, Spanish, and Vietnamese. Vision Zero projects will utilize in-house and, when necessary, contract support to engage residents in their chosen language.</p> <p>Recent joint campaigns with outside partners:</p> <ul style="list-style-type: none"> • The MCDOT Pedestrian Safety Team visited shopping centers and grocery stores throughout the fall for walking and driving safety education. • Every Wednesday since Walk to School Day in early October, MCDOT has partnered with elementary schools to host Walking Wednesdays. Currently, all Wednesdays through the end of the school year are booked. • MCDOT partnered with the Departments of Recreation and Health and Human Services to provide older driver safety awareness at local senior centers. • MCDOT partnered with Department of Recreation and the Wheaton Urban District for St. Patrick's Day safety information. • MCDOT partnered with the Maryland Motor Vehicle Administration to provide pedestrian, bicycle, and driver safety information at local MVA branches. • The County supported the Washington Regional Alcohol Program's SoberRide for St. Patrick's Day through online and in-person promotion. • MCDOT partnered with the Silver Spring Urban District to provide weekly traffic safety outreach at Veteran's Plaza along Fenton Street.

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			<ul style="list-style-type: none"> Host bi-monthly outreach meetings to coordinate efforts throughout the county with State Highway Administration and Highway Safety Office. Event photos available on MCDOT Pedestrian Safety Flickr page at Mcdot Traffic Flickr .
P-2: Collaboration with Community Partners and Ambassadors	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.	On-Going and On-Schedule	<p>While a model for an Adult Ambassador program was developed, the scope of the program exceeds current staff and funding capacity. Current focus is on continuing to fully execute existing Youth Ambassador program and other safety programming. This will be reviewed for future fiscal years.</p> <p>Established partnership with local grocery stores to conduct outreach and meet people where they are. Continued working with Public Schools on Walking School Bus and Bike Rodeo Program.</p> <p>Work with PBEAT on statewide initiatives and help move forward the Zero Deaths Maryland state roadway safety plan.</p> <p>Established new partnership with Motor Vehicle Administration to provide additional safety outreach at county MVA offices.</p> <p>Continue working with MCPS on Walking School Bus and Bike Rodeo Program.</p> <p>A subgroup of the Pedestrian-Bicycle Emphasis Area Team (P-BEAT) has started their review of the Maryland Driver's Manual for potential recommendations to the Motor Vehicle Administration.</p>

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			Montgomery County continued its membership on the Vision Zero Network and Road to Zero Coalition.
P-3: Coordination of Campaigns	Wrap around planned safety projects with education, encouragement, outreach, and enforcement.	On-Going and On-Schedule	<p>As High Injury Network (HIN) studies under S-1 progress, outreach efforts will be coordinated to inform communities and gather feedback.</p> <p>During FY23Q3, feedback was solicited through mailers and an online survey for the road safety audit along Lost Knife Road. Outreach was conducted in English and Spanish.</p>
P-4: Ending Impaired Driving Deaths	Implement a multifaceted program towards ending impaired driving deaths with focus on prevention and treatment.	Behind Schedule, Work Underway	<p>Strategic Plan: A workgroup of County employees finalized a draft Anti-Impaired Driving Strategy during FY22 and will release it publicly in spring 2023 after County Executive review. Though the strategy is not formally adopted, the departments used the draft strategy during the 2023 State legislative session.</p> <p>Enforcement: Montgomery County Police arrested 227 people for driving under the influence in FY23Q3. 834 arrests have been made this fiscal year through the end of the third quarter. MCPD also partnered with the Washington Regional Alcohol Program, Maryland Highway Safety Office, and the County's Alcohol Beverage Service to promote safe alternatives to driving impaired.</p> <p>Legislation: The County continued to advocate for closing the "Noah's Law" loophole during the 2023 State Legislative Session that lets defendants given probation before judgement for a DUI avoid having an ignition interlock. This year, the legislation passed the Senate, but ran out of time to pass in the House. Other bills passing through the legislature this year were counting boating while intoxicated as a prior conviction for driving</p>

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			<p>while intoxicated and prohibiting a law enforcement officer from initiating a stop or a search of a person, a motor vehicle, or a vessel based solely on certain factors related to the smell of cannabis.</p> <p>Cannabis Legalization: MCPD's "Green labs" were featured in the Wall Street Journal highlighting how police and medical marijuana users can tackle drug-impaired driving.</p> <p>The County created a cannabis task force to monitor and advocate for the safe use of cannabis now that recreational cannabis use has passed and will take full effect July 1.</p>
<p>P-5: Expansion of Automated Enforcement</p>	<p>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.</p>	<p>Completed</p>	<p>The County supported multiple bills during the 2023 State Legislative Session to expand the use of automated enforcement technology, but none passed this year.</p> <p>The bill introduced for expanding automated speed enforcement would have allowed for automated enforcement along higher speed roads up to 45 miles per hour.</p> <p>Other potential automated enforcement is being examined around distracted driving, HOV lane enforcement, move over laws, over height truck enforcement, and blocking the box. Both distracted and HOV lane enforcement would require images taken inside the vehicle and would need to have privacy concerns addressed prior to any pilot or legislation.</p>
<p>P-6: Focused Enforcement Efforts</p>	<p>Focus the efforts of MCPD officers on curbing the most dangerous behaviors (occupant protection, speeding and</p>	<p>On-Going and On-Schedule</p>	<p>MCPD completed 2,562.5 hours of high visibility enforcement covering speeding/aggressive driving, impaired driving, and distracted driving. Major focus</p>

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	aggressive driving, not yielding right of way, impairment from alcohol or drugs, and distraction) and less on non-moving violations.		<p>during January through March on impaired driving and speeding.</p> <p>High visibility enforcement and regular patrol efforts resulted in the following:</p> <ul style="list-style-type: none"> • Speeding violations: 4,186 stops (36% of all stops) • Drivers failing to obey/yield to traffic control: 2,816 stops (24% of all stops) • Reckless, negligent, or aggressive driving: 373 stops (3% of stops) • Mobile phone use: 419 stops (4% of stops) • Driver arrested for driving under the influence: 328 (3% of all stops)
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.	On-Going and On-Schedule	<p>MCDOT created a bike rodeo toolkit for schools and communities to learn how to conduct on-bike safety education. Also, MCDOT created a Walking School Bus for schools and communities to learn and create walking school busses. Both toolkits are available on the Safe Routes to School Website. Safe Route To Schools - Montgomery County, MD (montgomerycountymd.gov).</p> <p>MCDOT is seeking to enhance its partnership with MCPS as it relates to this action item. MCDOT will pursue coordination with MCPS to determine how to effectively implement this activity.</p>
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).	On-Going and On-Schedule	<p>MCDOT developed a toolkit for conducting on-bike education in MCPS schools that can be modeled after the District of Columbia school bike education program.</p> <p>MCDOT conducted 3 bike rodeos in the summer and fall of 2023 with plans to host more during spring 2023. Through May 2023, there will be 13 bike rodeos sponsored by MCDOT.</p>

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			<p>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. In addition, Learn to Ride classes will also be offered in FY23 for children for the first time through these programs.</p> <p>Spanish speaking Learn to Ride classes are being offered in Spring 2023.</p>
<p>P-9: County Employees using Fleet Vehicles</p>	<p>Provide a safe driving program for all County employees that utilize County fleet vehicles.</p>	<p>Behind Schedule, Work Underway</p>	<p>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.</p> <p>Instead of developing a standalone collision review committee, information about crashes will be incorporated into existing meetings with fleet managers.</p>
<p>P-10: Conspicuity for County Employee Uniforms</p>	<p>Provide high visibility gear for employees working in or near roadways as uniforms are replaced or purchased for new employees.</p>	<p>On-Going and On-Schedule</p>	<p>Utilizing list of positions that work in or near the right-of-way to confirm use of high visibility uniforms or safety vests.</p>
<p>R-1: Prompt Medical Service</p>	<p>Ensure proper emergency medical care for crash victims through prompt response to incident and proper medical care.</p>	<p>On-Going and On-Schedule</p>	<p>Data on MCFRS response times are available through the CountyStat and OMB performance page.</p>
<p>R-2: Planning and Coordination for Safe Traffic Incident Management</p>	<p>Utilize leading practices, policies, and technology to eliminate secondary crashes that occur while first responders are on the scene.</p>	<p>Behind Schedule, Work Underway</p>	<p>Focus for remainder of the fiscal year is to develop an updated online training to be used for Police and Fire training.</p>

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