



VISION ZERO

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

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

UPDATE TO COUNTY COUNCIL • 3/26/2019

I. Vision Zero Principles & Partners – [P.3](#)

II. Project Highlights – [P.5](#)

III. Crash Statistics – [P.6](#)

IV. Action Plan Update – [P.10](#)

i. Engineering – [P.12](#)

ii. Enforcement – [P.24](#)

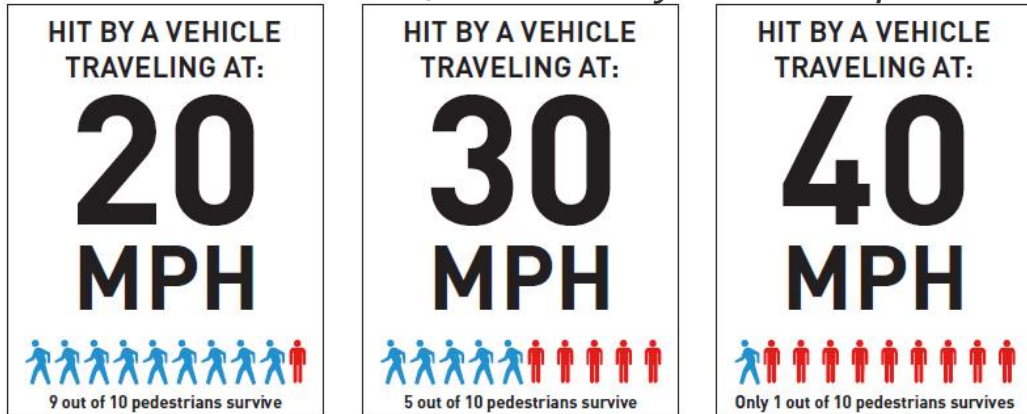
iii. Education – [P.29](#)

iv. Traffic Incident Management – [P.35](#)

v. Law, Policy, and Advocacy – [P.37](#)

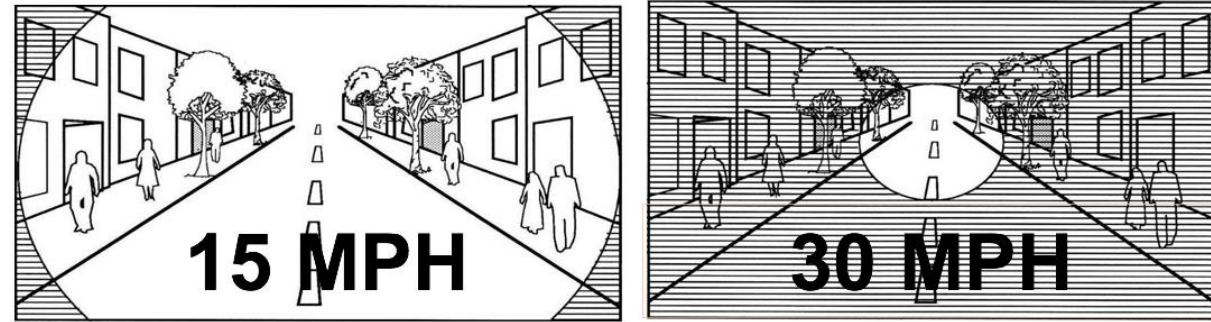
1. Transportation–related deaths and severe injuries are **preventable and unacceptable**.
2. **Human life takes priority over mobility** and other objectives of the road system. The road system should be safe for all users, for all modes of transportation, in all communities, and for people of all ages and abilities.
3. Human **error is inevitable**; the transportation system should be designed to anticipate error so the consequences are not severe injury or death.

Pedestrian Chance of Survival by Vehicle Speed



Graphic courtesy of: [Vision Zero Network](https://www.visionzeronet.org/)

Driver Cone of Vision by Vehicle Speed



4. People are inherently vulnerable, and **speed is a fundamental predictor of crash survival**. The transportation system should be designed for speeds that protect human life.
5. **Safe human behaviors**, education, and enforcement are essential contributors to a safe system.
6. **Policies and practices at all levels of government need to align**, making safety the highest priority for roadways.

A COMPREHENSIVE EFFORT



To reach our Vision Zero goals, there are numerous municipal, county, and state agencies involved. The core group that receives the most funding and critical to Vision Zero's success are shown in the dark blue inner circle. The outer light blue circle highlights the many partner departments and agencies that have a role in creating safe streets for all roadway users. All of these groups are brought together by the County Executive's Office through the Assistant Chief Administrative Officer overseeing the initiative.

VISION ZERO PROJECT HIGHLIGHTS



All County pedestrian signals at 3.5 ft/sec walking standard

Installed new HAWK, RRFB, and full traffic signals

Audits of bus stop locations along the High Injury Network

Installing first protected intersection and bike signal in MD

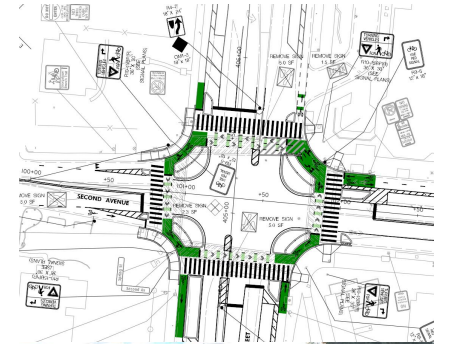
Updating roadway design standards

Increased pedestrian safety enforcement hours

Procurring more mobile speed cameras

New education and branding strategies developed

Vision Zero Equity Task Force work underway

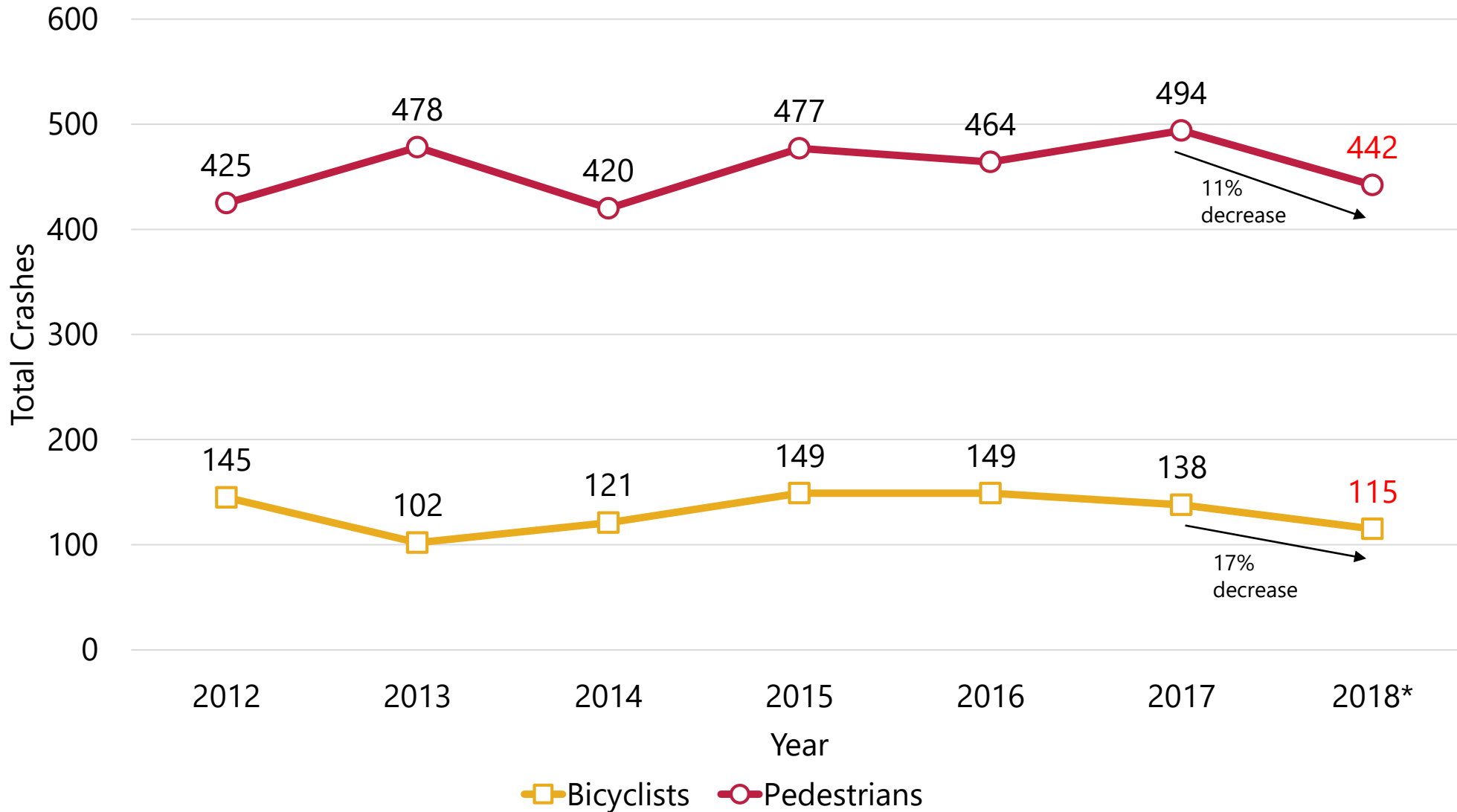




CRASH STATISTICS



PEDESTRIAN AND CYCLIST-INVOLVED CRASHES BY YEAR



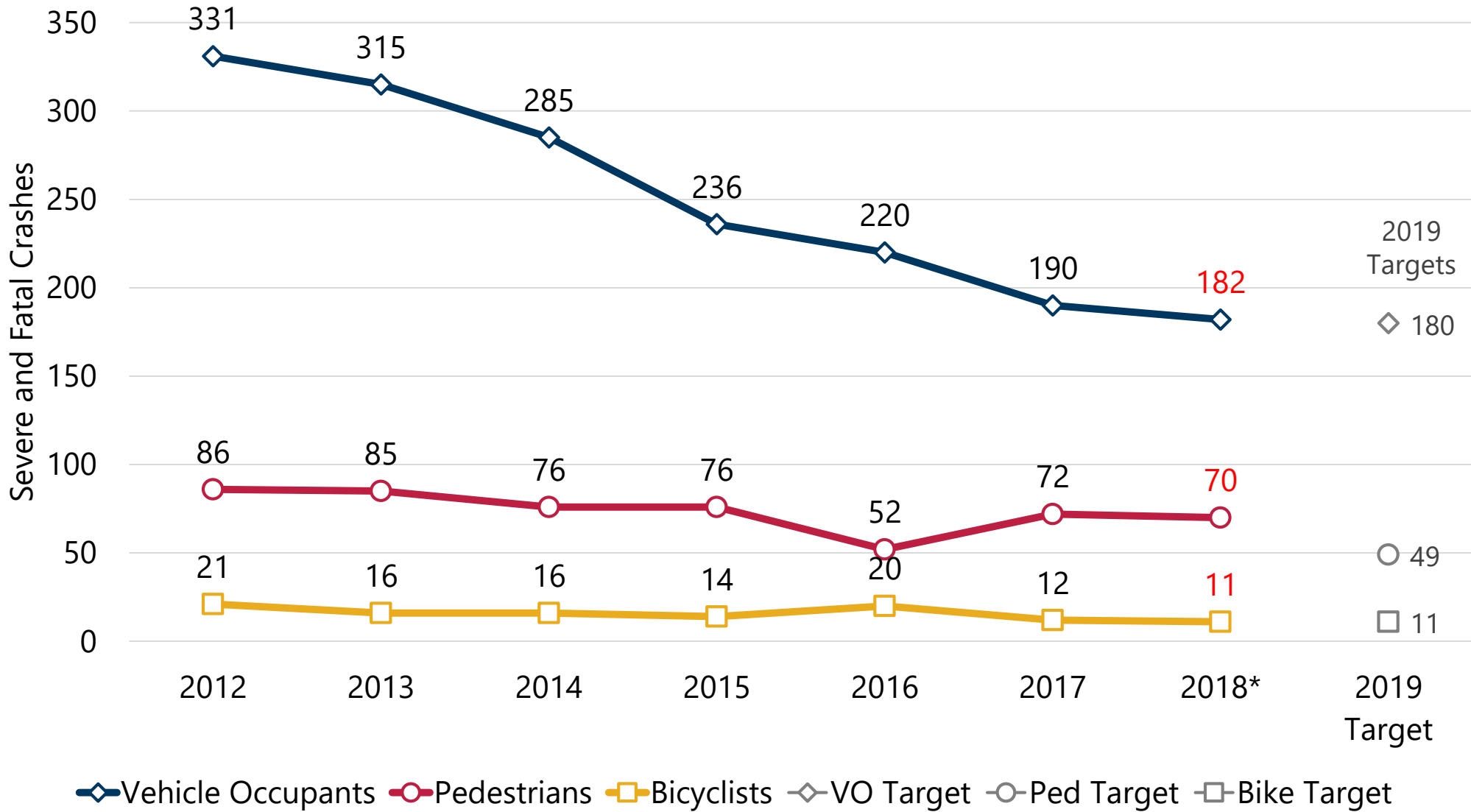
Between 2012 and 2017, the county averaged 460 pedestrian and 134 cyclist-involved crashes. 2018 was below the five year average with 442 pedestrian and 115 cyclist-involved crashes.

Compared to 2017, pedestrian-involved crashes were down 11% and cyclist-involved crashes were down 17%.

Source: MCPD

*2018 data are preliminary and subject to change

SEVERE & FATAL CRASHES BY YEAR



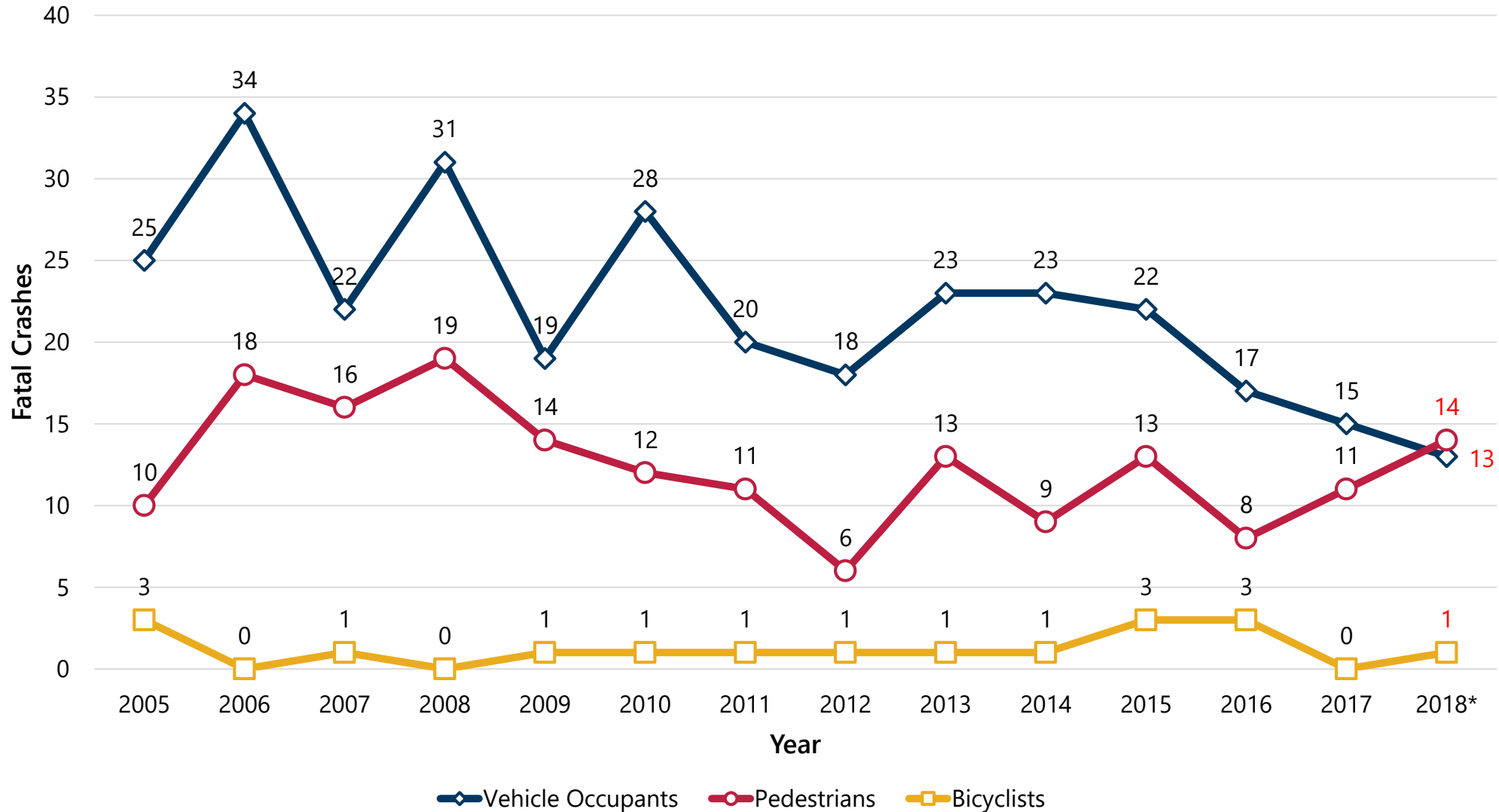
The Vision Zero Two-Year Action Plan set out reduction targets of 20% and 35% in 2018 and 2019 compared to the 2012-2016 average.

Overall, 2018 exceeded the annual target with a 29% reduction led largely by improvements for motor vehicle occupants. However, the 20% target for pedestrians was not met.

Source: MCPD

*2018 data are preliminary and subject to change

FATAL CRASHES BY YEAR



For 2018, there were 28 fatal crashes investigated by MCPD’s Collision Reconstruction Unit. For motor vehicle occupants, 2018 had the fewest fatal crashes recorded in over a decade. Pedestrian fatalities were 3 above the prior 5-year average of 11 fatalities. There was one cyclist fatality after having zero in 2017.

Source: MCPD Collision Reconstruction Unit
 *2018 data are preliminary and subject to change



VISION ZERO ACTION PLAN UPDATE





Engineering

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



Enforcement

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



Education

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



Traffic Incident Management

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



Law, Policy, and Advocacy

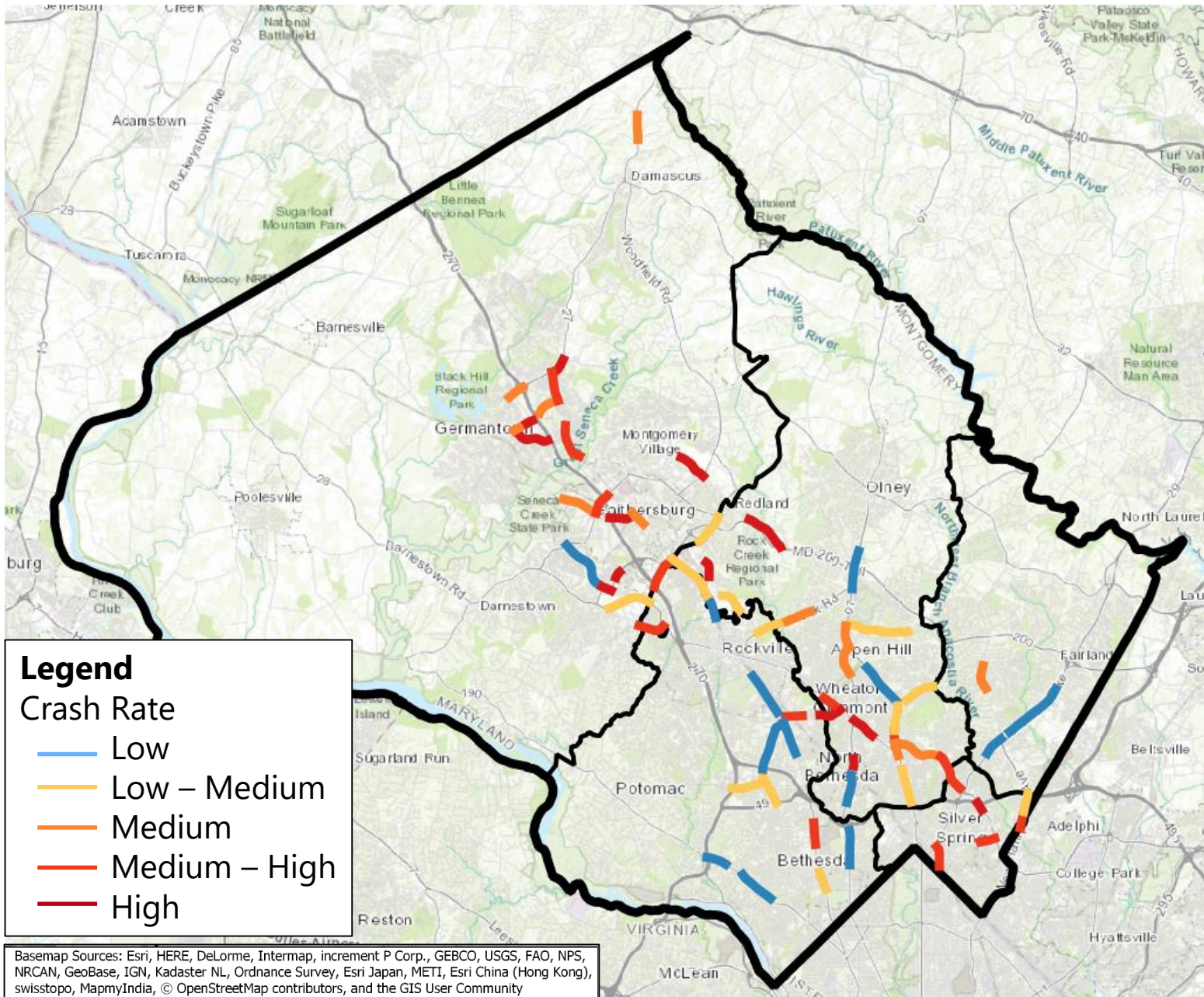
- Improve the way traffic safety is managed by changing codes, laws, and policies that do not align with Vision Zero
- Key Outcome: Passage of significant laws and policies required to implement Vision Zero



ENGINEERING PROJECTS FOR VISION ZERO



ENG-1: CRASH ANALYSIS



MCDOT worked with CountyStat to identify the High Injury Network on County roadways within the County crash map. There are ten roads in the County High Injury Network. MCDOT then investigated the crash data and relevant study data for these roads to compile a list of projects tailored to ensure safety for all road users.

MCDOT and SHA partnered together to identify a State-road High Injury Network. Ten State corridors were identified from crash data and MCDOT and SHA compiled a list of projects for the corridors.

ENG-2 UPDATE ROAD DESIGN STANDARDS

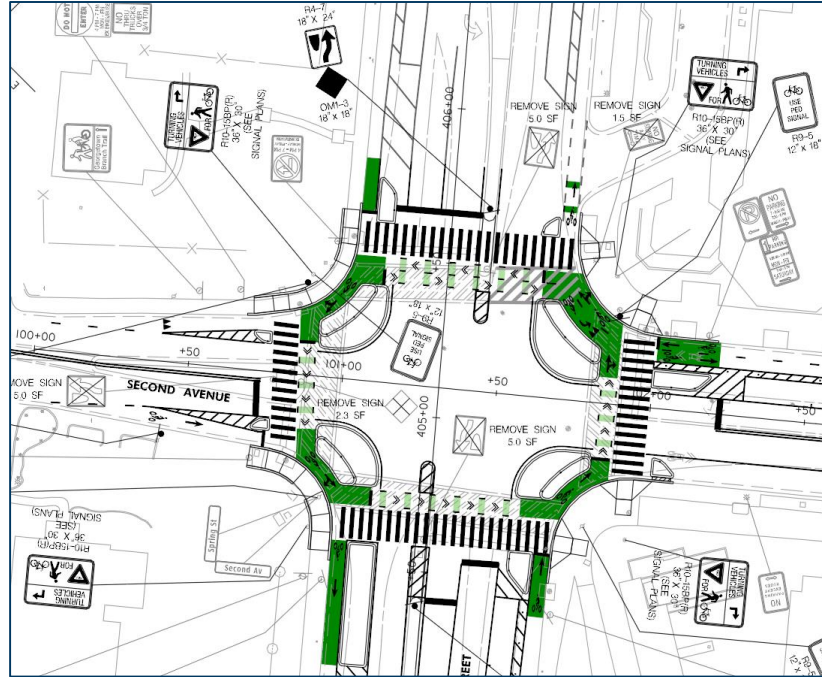


Separated Bikeway / Floating Bus Stop in Silver Spring



Design tradeoffs based on desired Speeds, Lane Width, Roadway Type / Context & Intersections

Protected Intersection in Silver Spring (Under Construction)



Design Trade-off Priorities & Guidance

Pedestrian Zone		Street Zone		Intersection Zone	
Wide Sidewalks	Street Furniture	Slip Streets	Shared Streets (Woonerfs) ¹	Special Pavement Treatment/Speed Tables ¹	Special Pavement Treatment/Speed Tables
Shared Use Paths	Bicycle Parking Facilities	Couplets	Trees and Greenscape (Median)	Street Lighting	Special Pedestrian Signals
Trees and Greenscape (Buffer Zone)	Bollards	On-street Parking	On-street Parking	Multimodal Intersection Design	Special Bicycle Treatments ³
Seating	Newspaper Racks	Road/Lane Diet ²	Road/Lane Diet ²	Curb Extensions/Bulbouts	Special Transit Treatments
Bicycle Parking Facilities	Recycling/Garbage Cans	Chicanes	Midblock Pedestrian Crossings	Modern Roundabouts	
Bollards	Transit Stops	Chicanes	Special Pavement Treatment/Speed Tables ¹	Traffic Circles	
Newspaper Racks	Limited Curb Cuts and Driveways	Chicanes	Special Pavement Treatment/Speed Tables ¹	Crossing Islands ²	
Recycling/Garbage Cans	Plazas/Pocket Parks/Parklets	Chicanes	Special Pavement Treatment/Speed Tables ¹	Special Pedestrian Signals	
Transit Stops	Sidewalk Cafes	Chicanes	Special Pavement Treatment/Speed Tables ¹	Special Bicycle Treatments ³	
Limited Curb Cuts and Driveways	Pedestrian Lighting	Chicanes	Special Pavement Treatment/Speed Tables ¹	Special Transit Treatments	
Plazas/Pocket Parks/Parklets	Information Kiosks	Chicanes	Special Pavement Treatment/Speed Tables ¹		
Sidewalk Cafes	Pedestrian Signage	Chicanes	Special Pavement Treatment/Speed Tables ¹		
Pedestrian Lighting	Bicycle Signage	Chicanes	Special Pavement Treatment/Speed Tables ¹		
Information Kiosks	Wayfinding	Chicanes	Special Pavement Treatment/Speed Tables ¹		
Pedestrian Signage		Chicanes	Special Pavement Treatment/Speed Tables ¹		
Bicycle Signage		Chicanes	Special Pavement Treatment/Speed Tables ¹		
Slip Streets		Chicanes	Special Pavement Treatment/Speed Tables ¹		
Couplets		Chicanes	Special Pavement Treatment/Speed Tables ¹		
Shared Streets (Woonerfs) ¹		Chicanes	Special Pavement Treatment/Speed Tables ¹		
Trees and Greenscape (Median)		Chicanes	Special Pavement Treatment/Speed Tables ¹		
On-street Parking		Chicanes	Special Pavement Treatment/Speed Tables ¹		
Road/Lane Diet ²		Chicanes	Special Pavement Treatment/Speed Tables ¹		
Chicanes		Chicanes	Special Pavement Treatment/Speed Tables ¹		
Midblock Pedestrian Crossings		Chicanes	Special Pavement Treatment/Speed Tables ¹		
Special Pavement Treatment/Speed Tables ¹		Chicanes	Special Pavement Treatment/Speed Tables ¹		
Street Lighting		Chicanes	Special Pavement Treatment/Speed Tables ¹		
Multimodal Intersection Design		Chicanes	Special Pavement Treatment/Speed Tables ¹		
Curb Extensions/Bulbouts		Chicanes	Special Pavement Treatment/Speed Tables ¹		
Modern Roundabouts		Chicanes	Special Pavement Treatment/Speed Tables ¹		
Traffic Circles		Chicanes	Special Pavement Treatment/Speed Tables ¹		
Crossing Islands ²		Chicanes	Special Pavement Treatment/Speed Tables ¹		
Special Pavement Treatment/Speed Tables		Chicanes	Special Pavement Treatment/Speed Tables ¹		
Special Pedestrian Signals		Chicanes	Special Pavement Treatment/Speed Tables ¹		
Special Bicycle Treatments ³		Chicanes	Special Pavement Treatment/Speed Tables ¹		
Special Transit Treatments		Chicanes	Special Pavement Treatment/Speed Tables ¹		

Complete Streets Design Guidelines Update

In July 2018, M-NCPPC Montgomery Planning and MCDOT initiated and are jointly funding an effort to develop a Complete Streets Design Guide. The intent is to provide a useful tool for planners, designers, elected officials and our development partners for the implementation of designs and retrofitted changes that are consistent with Vision Zero, Chapter 49 of the Road Code, Master Plans and innovative multi-modal roadway design.

External outreach and formal review will be initiated in 2019 as the team comes up with potential drafts for consideration.

MCDOT is also updating its design standards for lighting, signing, marking, and signals.

Design Vehicle Dimensions

Vehicle	Vehicle Length	Vehicle Width	Operating Width ¹
Passenger Cars and Light Trucks	19.0 feet	7.0 feet	9.0 ft
School Bus	36.0 feet	8.0 feet	10.0 ft
Transit Bus	40.0 feet	8.5 feet	10.5 ft
Single Unit Truck ²	30.0 feet	8.0 feet	10.0 ft
Tractor-Trailer	55.0 feet	8.5 feet	10.5 ft

Source: A Policy on the Geometric Design of Streets and Highways, AASHTO, 2004. Chapter 2 Design Controls and Criteria
 1 Assuming one-foot clearance on both sides of vehicle
 2 The SU-30 design vehicle is commonly used to model emergency response vehicle operations

Curb markings

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

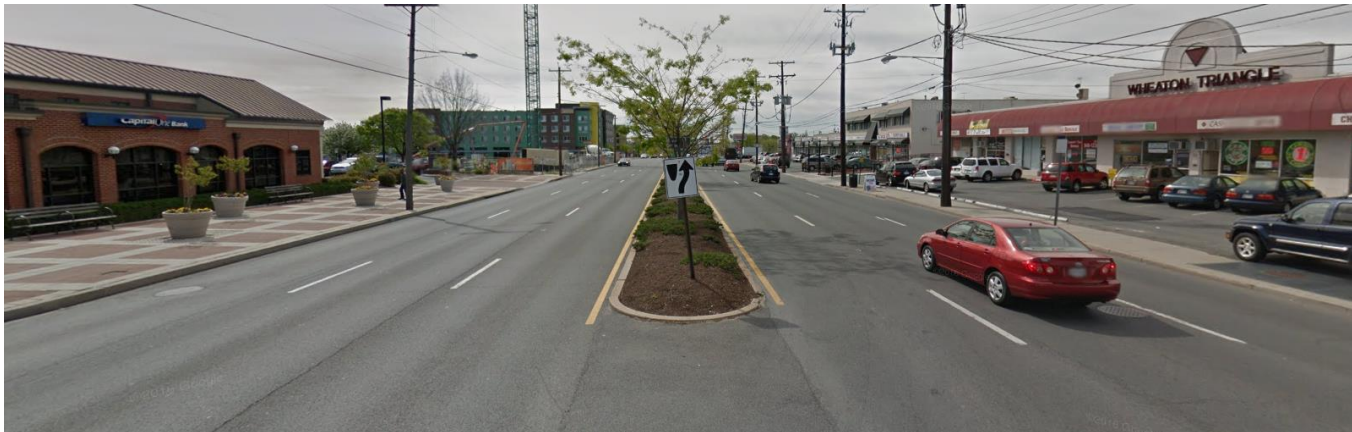


Median Changes



Utilizing resources from the County and State, there are numerous projects within the Wheaton CBD to improve pedestrian safety. The State and County sponsored street teams to increase safety education. The State narrowed travel lanes on Georgia Ave to slow speeds. The County plans to install a non-traversable median similar to the one pictured along a dangerous block of MD 97. The County installed curb markings along MD 97 to steer pedestrians towards the crosswalks. MCDOT and SHA are working together to install a new pedestrian signal and crosswalk at Georgia Ave and Veirs Mill Road.

Lane Narrowing



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

Muddy Branch Rd & Harmony Hall Rd HAWK Signal



To improve pedestrian safety, MCDOT is installing High-Intensity Activated crossWalk (HAWK) signals at:

- Muddy Branch Rd. & Harmony Hall Rd.
- Aspen Hill Road & Northgate Shopping Center
- Democracy Blvd. & Walter Johnson HS
- Willard Ave. & The Hills Plaza

A previously planned HAWK signal for Randolph Rd. & Livingston St. was upgraded to a full traffic signal.

NEW RECTANGULAR RAPID FLASHING BEACONS

RRFB on Bel Pre Road



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

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

NEW PEDESTAL BEACONS



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

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

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

NEW PEDESTRIAN ACTIVATED FLASHERS



MCDOT is installing new pedestrian activated flashers to improve pedestrian visibility. Flashers are installed or planned for:

- Forest Glen & Sligo Creek Park Trail (design completed)
- Muddy Branch & Muddy Branch Square Shopping Center (under construction)
- Tuckerman & Bethesda Trolley Trail (pictured)
- MacArthur & Dunrobbin/Princeton

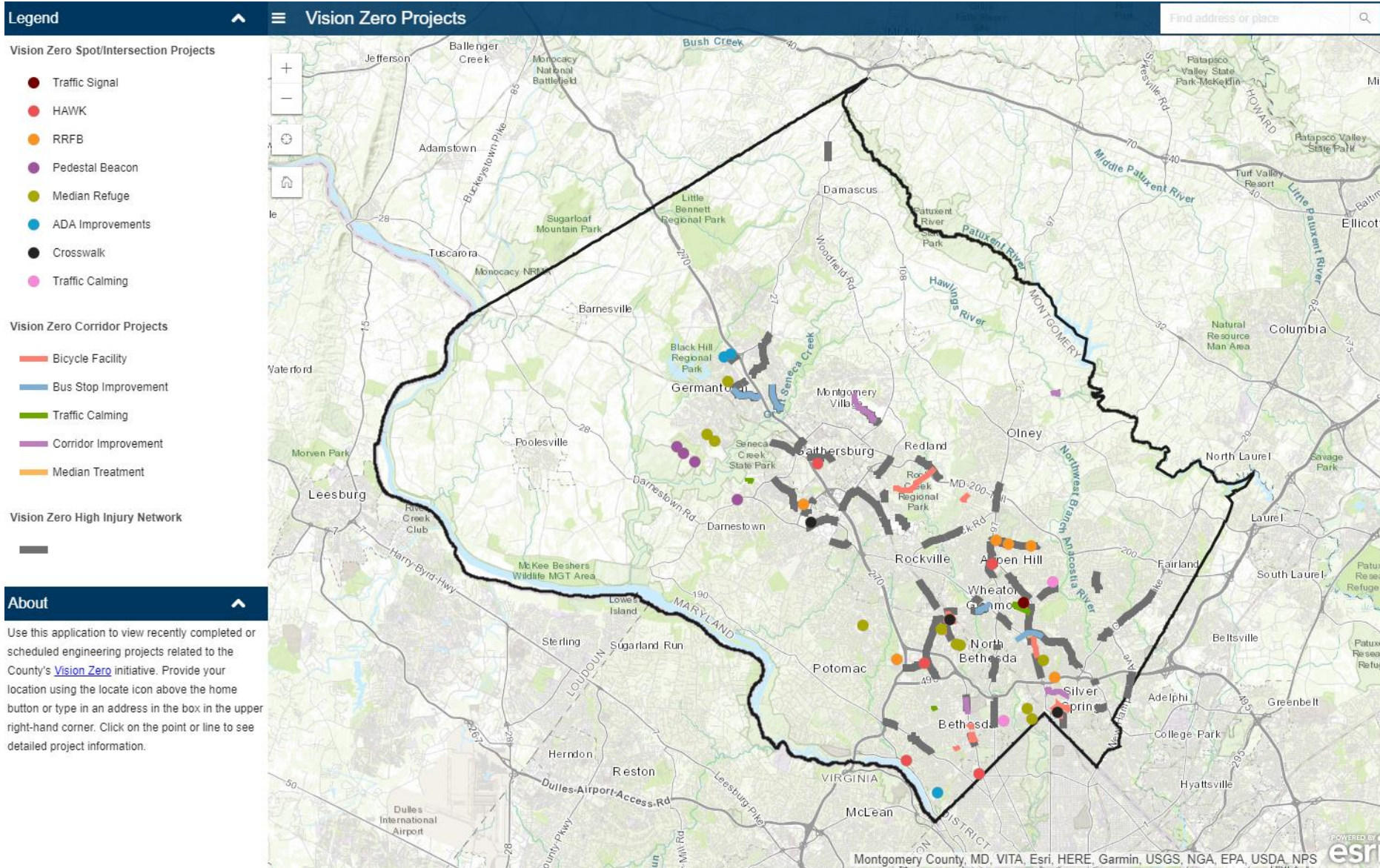
ENG-4: REVIEW TRANSIT STOPS



MCDOT is dedicated to ensuring safe pedestrian access to and from transit stops throughout the County. The Bus Stop Audits performed along transit corridors are an enhancement of existing efforts conducted in conjunction with our Pedestrian Road Safety Audits. MCDOT performed Bus Stop Audits for the following corridors:

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

VISION ZERO PROJECT MAP



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

In future versions of the map, there will be more project information and potentially include SHA projects.






The map can be found on the [Vision Zero homepage](#) at the top of the project and activity update section.

TWO-YEAR ACTION PLAN STATUS - ENGINEERING



Action Item	Due Date	Status	Notes
ENG-1 Crash Analysis: Identify High Injury Network (HIN) for Modification	Identify priority HIN projects by 1/31/2018	Complete	Identified High Injury Network. Identified initial list of potential engineering options. Performed 2nd round of reviews of County-maintained portion of the HIN. Have already started some projects.
ENG-2 Update County Road Design Standards	Publish revised road designs by 11/1/2019	On-Going & On-Schedule	MCDOT and M-NCPPC are advancing on this action item together under joint funding. MCDOT is also updating its existing lighting, signing, marking, and signals standards.
ENG-3 Expand Road Safety Audits	Implement new process by 11/1/2018	On-Going & On-Schedule	MCDOT is adding a preconstruction Road Safety Audit activity to its design process.
ENG-4 Review Transit Stops	Develop program review requirements by 5/1/2018	Complete	MCDOT identified 265 bus stops to be reviewed and potentially modified. MCDOT completed Middlebrook & MD 355 bus stop audits. MCDOT performed two additional bus stop audits in November 2018 for Wheaton CBD and Randolph Road.
ENG-5 Evaluate Trail Crossings and Intersections	Develop list of priority trail crossings and intersections for modification by 11/1/2018	On-Going & On-Schedule	Parks is implementing a pilot project to improve 18 mid-block crossings. MCDOT is coordinating with M-NCPPC on crossings for Rock Creek Trail, Diabase Trail, Hoyles Mill Trail, Muddy Branch Greenway Trail, Northwest Branch Trail, Upper Rock Creek Trail, Cabin John Trail, and more.. MCDOT has conducted and reviewed speed studies and crossing plans.
ENG-6 State/County Project Collaboration	Identify potential project areas by 1/1/18	Complete	SHA and MCDOT are prioritizing work on MD-97 (Georgia Ave) and MD-587 (Veirs Mill Rd) to develop short- and long-term solutions for pedestrian safety. SHA and MCDOT are jointly investigating and implementing safety improvements along a MD 97 corridor with SHA including curb markings, sidewalk stamps, speed limit reduction, non-traversable median, lighting improvements, signal installations, HAWK signal, RRFB signal, and lane narrowing. SHA Administrator Greg Slater has promised increased focus on pedestrian soafety by his agency to include lowering speed limits to 30 MPH or lower in all central business districts and improving pedestrian crossings.

Status Key:

	On-Schedule or Complete		Behind Schedule		Behind, Not Started		Not Started		No Resources
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TWO-YEAR ACTION PLAN STATUS - ENGINEERING

Action Item	Due Date	Status	Notes
ENG-7 Improve Pedestrian Signals	All pedestrian signals retimed to 3.5 feet/second by November 2019	Complete	MCDOT reset the crossing time at each of the County's pedestrian signals to a 3.5 ft/sec standard. MCDOT is also installing new pedestrian signals throughout the County, including 4 pedestrian actuated beacons at Muddy Branch Rd & Harmony Hall Rd, Forest Glen Rd & Sligo Creek Pkwy, Aspen Hill Rd & Northgate Shopping Center, Democracy Blvd & Walter Johnson HS, Willard Ave & The Hills Plaza. An additional pedestrian signal at Randolph Road and Livingston Street was turned into a full signal.
ENG-8 Accelerate Sidewalk Building	Publish list of high priority areas lacking sidewalks by 4/1/18	Behind Schedule	MCDOT has contracted with a consultant to perform sidewalk evaluation throughout entire County beginning 5/1/19. In addition to the gap analysis required in Two-Year Plan, the study will evaluate ADA ramp provision and other impediments to sidewalk travel. Preliminary priority list within the High Injury Network (HIN) being developed in parallel to larger study based on BiPPA, pedestrian safety analysis, and existing sidewalk requests located within the HIN. The consultant will prioritize identifying additional sidewalk improvements within the HIN, then provide comprehensive and countywide improvement recommendations. Recommendations will include improvements to support access to future Purple Line stations.
ENG-9 Expand Low-Stress Bicycle Network	On-going effort	On-Going & On-Schedule	Significant additions coming to Silver Spring and Bethesda BiPPAs for separated bicycle facilities. Construction of Second/Wayne Ave Cycletrack is underway in Silver Spring. County Council approved the updated Bicycle Master Plan on 11/27/18. MCDOT has developed a website, video, and brochure about how to use these new facilities at montgomerycountymd.gov/lookout



ENFORCEMENT AND VISION ZERO



HIGH VISIBILITY ENFORCEMENT

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

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



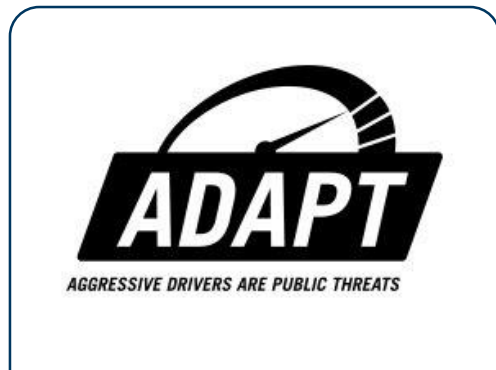
Distracted Driving



Seatbelt Use



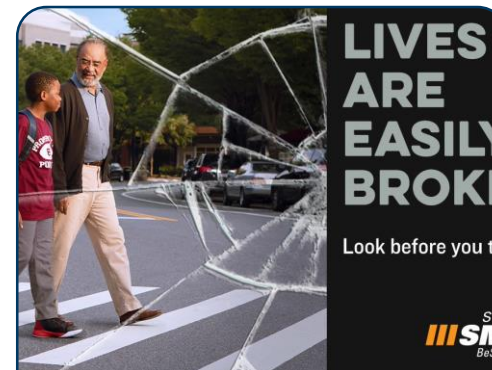
Impairment



Aggressive Driving



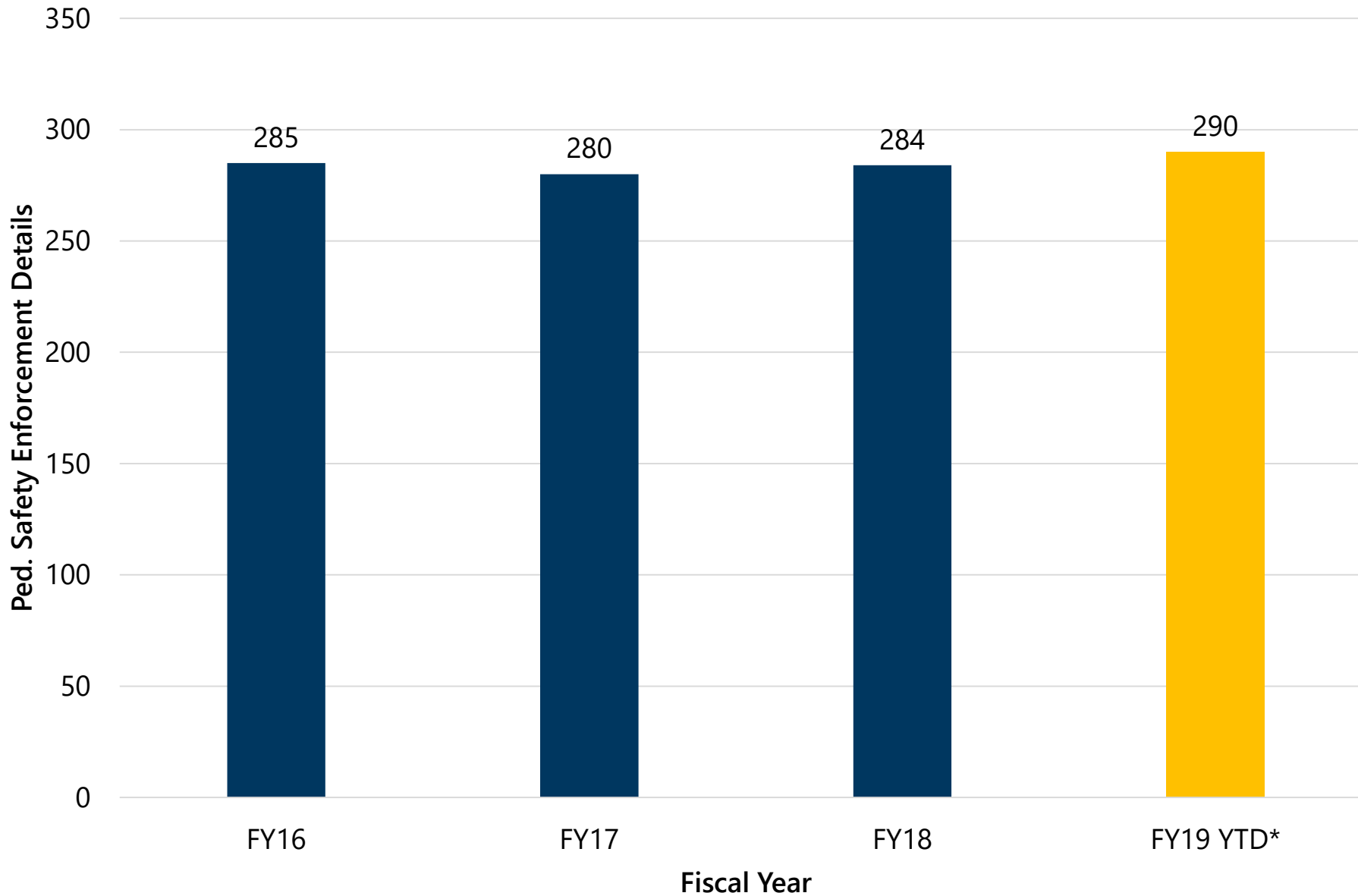
Speeding



Pedestrian Safety



PED SAFETY ENFORCEMENT DETAILS

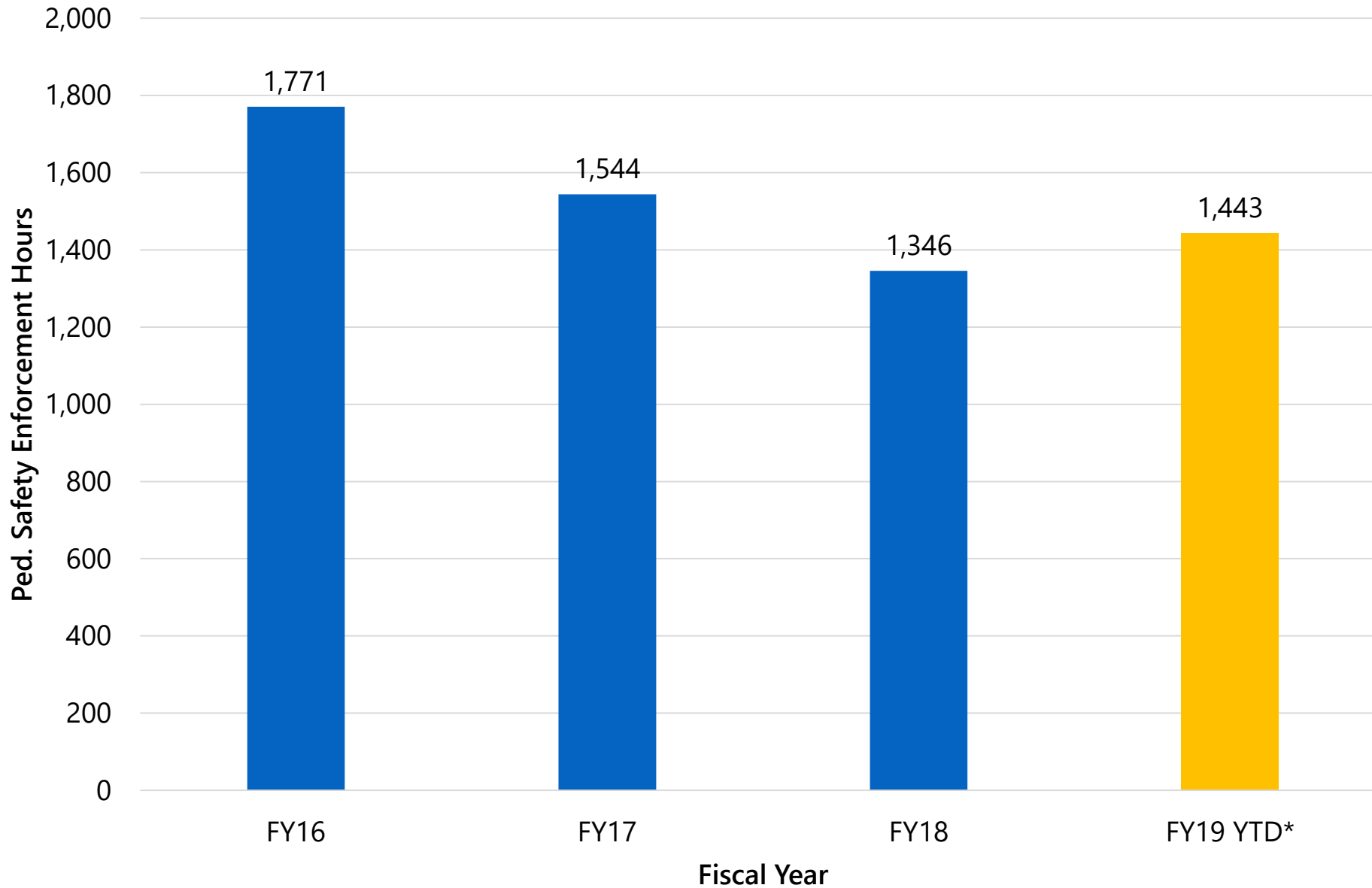


Over the three year span (FY2016 to FY2018), MCPD averaged 283 deployment details specifically related to Pedestrian Safety.

For FY19 year-to-date, MCPD has exceeded the prior year total and will have further high visibility enforcement as part of the spring Street Smart campaign.

* Total is not final and are subjected to increase due to mid date range data pull.

PED SAFETY ENFORCEMENT HOURS



Although the total amount of work hours declined from FY16 to FY18, the total number of deployments were consistent between 280 and 285 details each year.

For FY19 year-to-date, MCPD has exceeded the prior year total and will have further high visibility enforcement as part of the spring Street Smart campaign.

* Total is not final and are subjected to increase due to mid date range data pull.

TWO-YEAR ACTION PLAN STATUS - ENFORCEMENT



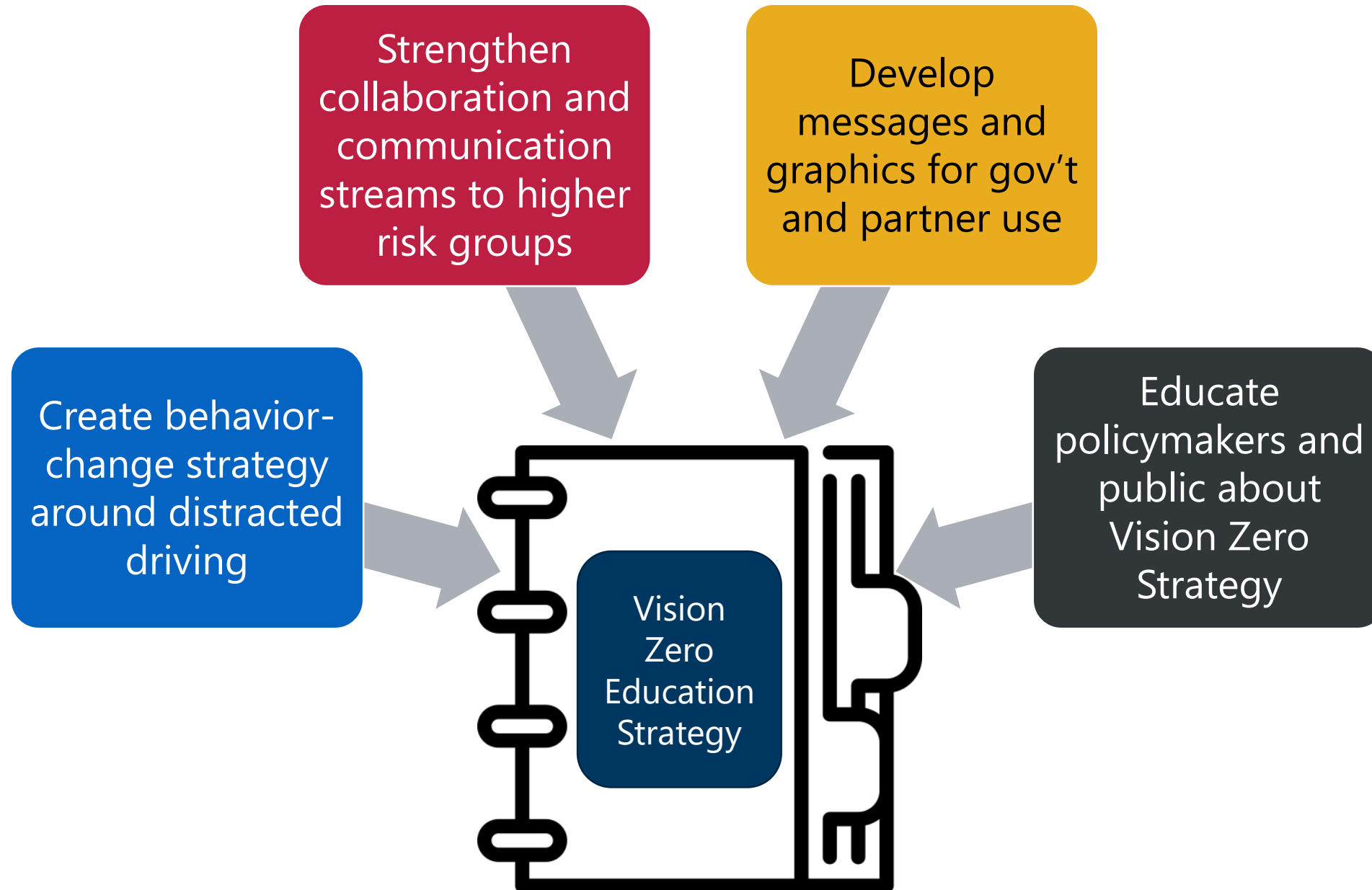
Action Item	Due Date	Status	Notes
ENF-1 Establish Collision Review Team	Establish team and hold first meeting by 12/15/17	Behind Schedule	MCPD and CountyStat have developed meeting framework, team roster, and team goals. Once non-disclosure agreement is finalized, first session can be held (target start in April). County members are also participating on the Maryland Highway Safety Office's pedestrian fatal crash review team with the Montgomery County meeting scheduled for March 28.
ENF-2 Increase Enforcement Activities	On-going effort	On-Going & On-Schedule	MCPD will be conducting the following spring enforcement campaigns: Distracted Driving (April); Street Smart Pedestrian Safety (4/15-5/10); Click-it-or-Ticket (May); Aggressive Driving [ADAPT] (1 week in May & July); Impaired Driving (June).
ENF-3 Expand Automated Enforcement	On-going effort	On-Going & On-Schedule	Will be addressed in new request for proposals that is due to be let out in 2019.
ENF-4 Improved Distracted Driving Detection	Purchase and use more unmarked cars by 12/1/18	Behind Schedule	Issuance of unmarked vehicles is a subject of bargaining and must be negotiated with Union prior to implementation.
ENF-5 Collaboration w/ Court System	Complete initial outreach by 5/1/18	On-Going & On-Schedule	A public-private education campaign called "Noah on Patrol" was released on May 23. As part of "Noah on Patrol," a courtwatch program will monitor impaired driving cases in the county. The State's Attorney Office will push for ignition interlocks in impairment cases.



EDUCATION AND VISION ZERO



EDUCATION PLAN AND IMPROVED BRANDING



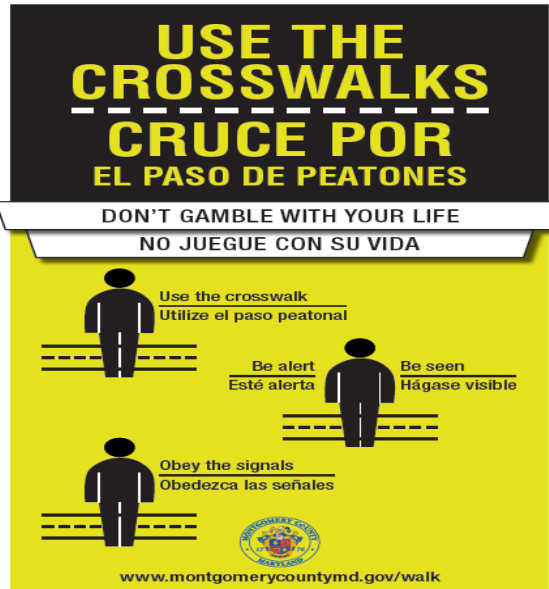
The Public Information Office developed a new education strategy in 2018 to better focus our education efforts around Vision Zero principles and the crash data.

PIO has task a public relations contractor to improve the branding and messaging for Vision Zero which will include an improved web page, engagement strategy, and new logo.

WHEATON PED SAFETY CAMPAIGN



Poster for Businesses



Street Outreach Teams



Above image courtesy of Idle Time Advertising

Palm Card for Pedestrians



Street Smart Virtual Reality Challenge



MCDOT partnered with the Maryland Highway Safety Office to bring the Street Smart Virtual Reality Challenge to Wheaton Mall 3 times over the last few months. The VR challenge gives the driver 3 scenarios frequently associated with pedestrian and cyclist crashes to raise driver awareness of vulnerable roadway users.

After a series of pedestrian crashes in Wheaton this summer, the Vision Zero Steering Committee, along with the Mid-County Regional Services Center, developed an on-street campaign. Urban District staff and MCDOT/SHA funded Street Teams distributed thousands of pedestrian, bicycle, and traffic safety handouts in the Wheaton CBD. All material has English and Spanish and street teams provided Spanish speaking members.

After a month of the education campaign, Wheaton District police officers began enforcement against driver speeding, driver fail to yield, and pedestrian violations.

PEDESTRIAN & BICYCLE SAFETY EDUCATION

Outreach Events



Social Media

Top media Tweet earned 959 impressions

Attention saves lives, don't text and drive! Follow and share Zeal's 3 easy tips to help prevent texting and driving:

1. Stow before you go- put your phone away before driving.
2. Install an app to help prevent distracted driving.
3. Take the pledge: bit.ly/2H341gH
pic.twitter.com/BScvYHNh10



↪ 4 ♥ 2

Pedestrian and Bicycle Safety Education is conducted year round by outreach teams participating in various community and school events. On average, our outreach teams participate in 12-16 events per year, reaching over 6,000 residents. In addition to those events, the street teams also conduct targeted education and outreach related to the installation of new signals such as the RRFBs and HAWK signals.

Social media platforms are also utilized as way to educate pedestrians and drivers of all ages.

VISION ZERO YOUTH AMBASSADOR PROGRAM



MCDOT is partnering with the National Organizations for Youth Safety (NOYS) on a Vision Zero Youth Ambassador program. The program kicked off in January 2019 with Ambassadors attending a special training on pedestrian, bicycle and road safety, storytelling and public speaking. The program will conclude in April with a youth summit and interactive lab at Blair High School where the Ambassadors will serve as youth keynote speakers leading a safety design challenge with their peers.



TWO-YEAR ACTION PLAN STATUS - EDUCATION



Action Item	Due Date	Status	Notes
EDU-1 Create Comprehensive Outreach Strategy	Publish Strategy by 5/1/18	Complete	The Public Information Office completed the 2019 strategy and the Steering Committee has committed resources to the plan. The plan was finalized on October 24, 2018.
EDU-2 Expand Safe Routes to School Activities	Expand SRTS by start of 2019-2020 school year	On-Going & On Schedule	MCDOT tasked two different consultants with additional Safe Routes to School Walk Audits in fall 2018. MCDOT and MCPS are coordinating together on Safe Routes to School programs.
EDU-3 On-bike Education Programs for Kids	Agreement with MCPS by 2019-2020 school year	On-Going & On Schedule	MCPS and MCDOT are coordinating together on this action item. A pilot program is already scheduled for an On-bike Education Program.
EDU-4 Vision Zero Outreach Grant Program	Solicit proposals by 6/1/2018	No Resources	Due to budget constraints, the FY19 recommended budget does not fund this item.
EDU-5 Safety Awareness Training for County Employees	Complete first round of awareness trainings by 11/1/2018	Behind Schedule	Currently developing targeted material for key departments and divisions. Will be using a focus group of County employees to assess new distracted driving campaign this spring.
EDU-6 Cross-Departmental Team Building	Hold at least two collaboration events by 11/1/2018	Behind Schedule	Developing a job shadowing opportunity for police and DOT employees in the spring.
EDU-7 Raise Awareness Sleep and Safety	Complete first round of awareness trainings by 11/1/2018	Behind Schedule	Activities in November were not completed due to focus on other higher priority items. This will be rescheduled for fall 2019.
EDU-8 Future Technology Task Force	1st Report by 12/31/2018	Behind Schedule	Moved this item to year 2. MCDOT and other experts presented to the County Council on September 26, 2017 about the future of autonomous vehicles in Montgomery County. Video of session is at: http://montgomerycountymd.granicus.com/MediaPlayer.php?view_id=169&clip_id=13823&meta_id=143448
EDU-9 Training in the Community	12/1/2018	On-going	Developing new materials to be used for outreach. Currently using materials developed by Public Information Office, MHSO, and NHTSA.

Status Key: On-Schedule or Complete Behind Schedule Behind, Not Started Not Started No Resources



TRAFFIC INCIDENT MANAGEMENT



TWO-YEAR ACTION PLAN STATUS - TIM

Action Item	Due Date	Status	Notes
TIM-1 Provide Prompt Emergency Medical Service	On-going effort	On-going	FRS has sent a proposed measurement to CountyStat for review and approval.
TIM-2 Devise Safe Incident Management Plan	Create plan by 11/1/2018	Behind Schedule	Contractor working with MCFRS and MCPD to review current practice and compare to national standards. Framework will be completed by June.
TIM-3 Enhance Police Driver Training	Improve driver training by 11/1/2019	Not Started	
TIM-4 Temporary Traffic Control Devices	Procure traffic control devices for a pilot program by 11/1/2018	No Resources	Due to budget constraints, the FY19 recommended budget does not fund this item



LAW, POLICY, AND ADVOCACY



VISION ZERO EQUITY TASK FORCE








In recognizing the County's larger equity goals and the disparities seen in traffic safety outcomes, CountyStat is facilitating a series of task force meetings around Vision Zero. These four meetings will lead to a framework that defines equity and our values for Vision Zero. The group will apply that equity lens to our current engineering, education, and enforcement efforts. This will lay the groundwork for the long-term Vision Zero strategy.

TWO-YEAR ACTION PLAN STATUS - LPA



Action Item	Due Date	Status	Notes
LPA-1 Change Policies, Regulations, and Laws	Identify changes needed by 12/1/2017	Complete	County elected officials, MCDOT, and MCPD have testified in Annapolis to support bills enhancing pedestrian safety, reducing impaired driving, and bringing Vision Zero to the State.
LPA-2 Ensure Equity throughout Vision Zero Projects	Establish task force by 12/31/17	Behind Schedule	First task force meeting held on 3/7/2019. Task force meetings and report due by June. Meeting materials can be found at https://www.montgomerycountymd.gov/visionzero/equity.html
LPA-3 Appoint Vision Zero Coordinator	Appoint interim manager 11/17 with full-time coordinator by 1/31/18	Behind Schedule	FY19 budget funds a contractor to coordinate and implement the Vision Zero Action Plan. The draft Request for Proposals has been written and sent for review. RFP will be out in April for a 30 day response period.
LPA-4 Create Vision Zero Website	Have full page build-out by 11/30/17	Complete	Website redesign was launched last week of September 2018. Working with contractor to further build out the website with more information and resources.
LPA-5 Create Vision Zero Feedback Map	Publish map by 11/30/17	Complete	App has been built and tested. App was launched with redesigned website in late September. Link at bit.ly/vzsafetymap
LPA-6 Create Pedestrian Master Plan	Complete master plan by 11/1/2019	On-Going & On-Schedule	Pedestrian connectivity mapping scheduled to start this summer and be complete at the end of FY19.
LPA-7 Public Collision Data	Publish by 11/1/17	Complete	All 3 tables are published and updating weekly. CountyStat will use these tables to build out dashboard.

Status Key:

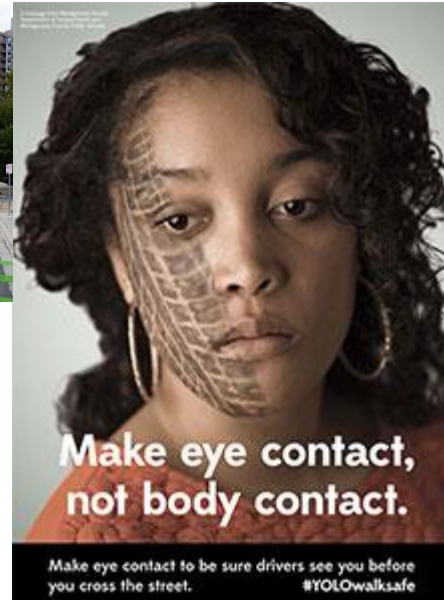
	On-Schedule or Complete		Behind Schedule		Behind, Not Started		Not Started		No Resources
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TWO-YEAR ACTION PLAN STATUS - LPA

Action Item	Due Date	Status	Notes
LPA-8 Improve Crash Data Collection	Start outreach by 11/30/17	On-Going & On Schedule	Currently MCPD has implemented training to address proper report writing within the academy classes as well as to audit reports for data entry errors. MSP has made some fields within the ACRS reports mandatory and some fields mandatory on dependencies to help in capturing all the relevant data per event.
LPA-9 Establish Peer Learning Opportunities	Start outreach by 12/1/17	Complete and On-Going	Montgomery County is a member of the Road to Zero coalition, works with the State as participants in Towards Zero Deaths, and working with regional vision zero cohort.
LPA-10 Review Existing Traffic Safety Programs	Release results by 11/1/2018	Behind Schedule	Reviewing safety programs in conjunction with Equity Task Force work. Report will be out in June.
LPA-11 Work with Municipalities	Complete initial outreach by 1/1/18	Behind Schedule	The County is working with Rockville and Takoma Park to discuss how the County can help build their Vision Zero plans. Outreach efforts will be completed by the Vision Zero Coordinator this summer.
LPA-12 Engage Outside Research Partners	Reach out to potential research partners by 1/1/18	On-Going & On Schedule	The County does not have funds to pay for research, but is open to participating or being a living laboratory for researchers. The County will reach out to local partners to gauge interest.
LPA-13 Procure Safer Vehicles	Finalize policy by 11/1/2018	Behind Schedule	This action item has been moved to year two. Discussions with PRO and DGS-Fleet Management will start this summer.
LPA-14 Build the Ten-Year Action Plan	Start feedback sessions in January 2019 , complete by November 2019	Not Started	Recommendations of Equity Task Force will set the framework for the 10-year plan. Planning will build out analysis to estimate crash risk across the entire roadway network.

Status Key:

	On-Schedule or Complete		Behind Schedule		Behind, Not Started		Not Started		No Resources
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VISION ZERO

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

