VISION ZERO

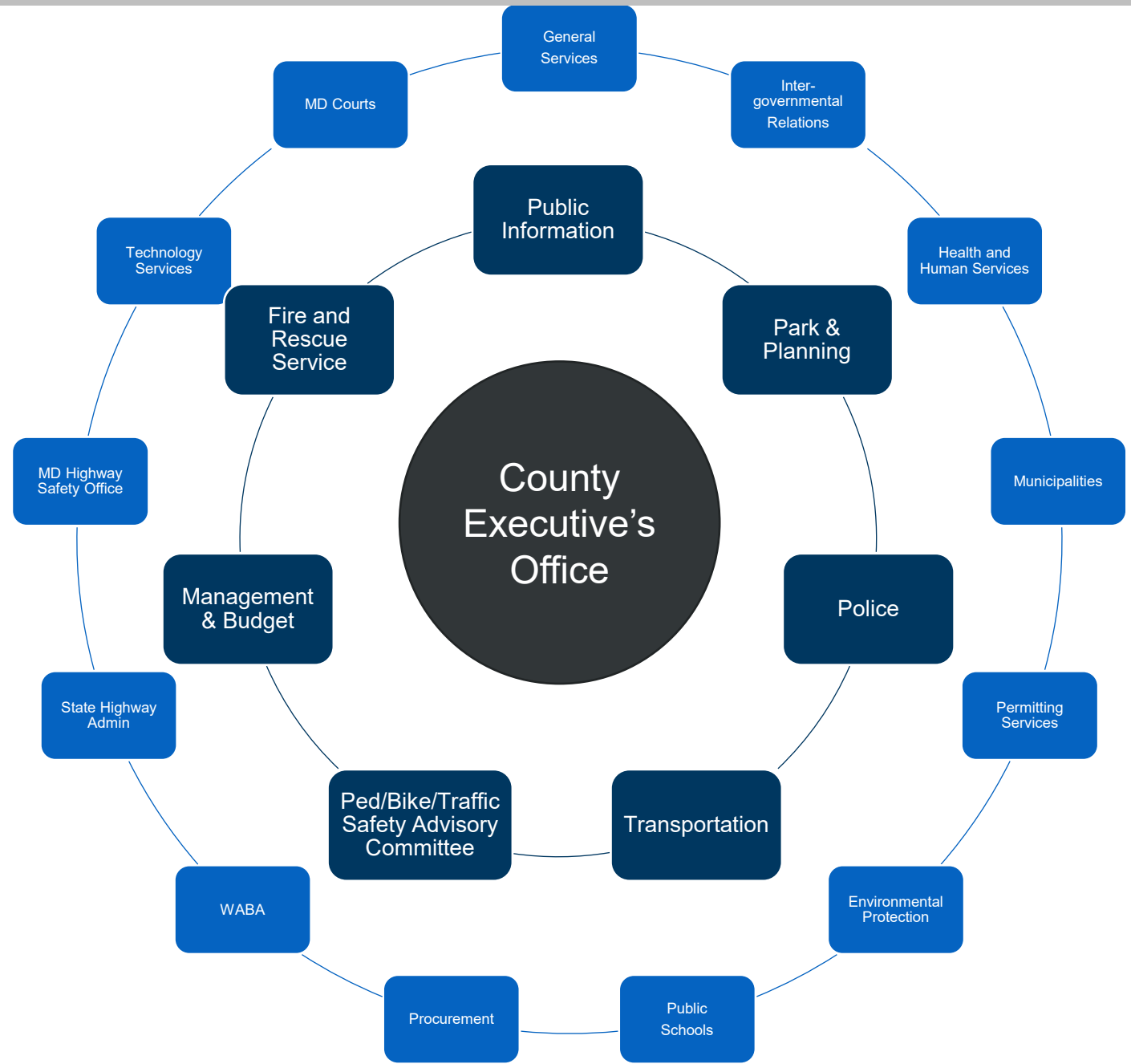## NO TRAFFIC DEATHS BY 2030

OUR PLAN TO ELIMINATE FATALITIES AND SERIOUS INJURIES ON OUR ROADS

VISION ZERO CONFERENCE • 01/23/2021

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 and Vision Zero Coordinator overseeing the initiative.

PRELIMINARY 2020 CRASH STATISTICS

PRELIMINARY 2020 CRASH TOTALS

ALL CRASHES	2019	2016 – 2019 Avg.	2020 Prelim.	% Change
Cyclists	120	133	144	+8%
Drivers / Passengers	11,042	11,315	7,524	-34%
Pedestrians	500	485	357	-26%
TOTAL	11,662	11,933	8,025	-33%

FATAL CRASHES	2019	2016 – 2019 Avg.	2020 Prelim.	% Change
Cyclists	1	1	1	N/A
Drivers / Passengers	18	16	22	+38%
Pedestrians	13	12	16	+33%
TOTAL	32	29	39	+34%

NOTES:
- Red Text = The number is preliminary and subject to change. 2020 cases are still being closed out.
- Includes reports from MCPD, RCPD, GCPD, M-NCPPC Police, and TPPD.
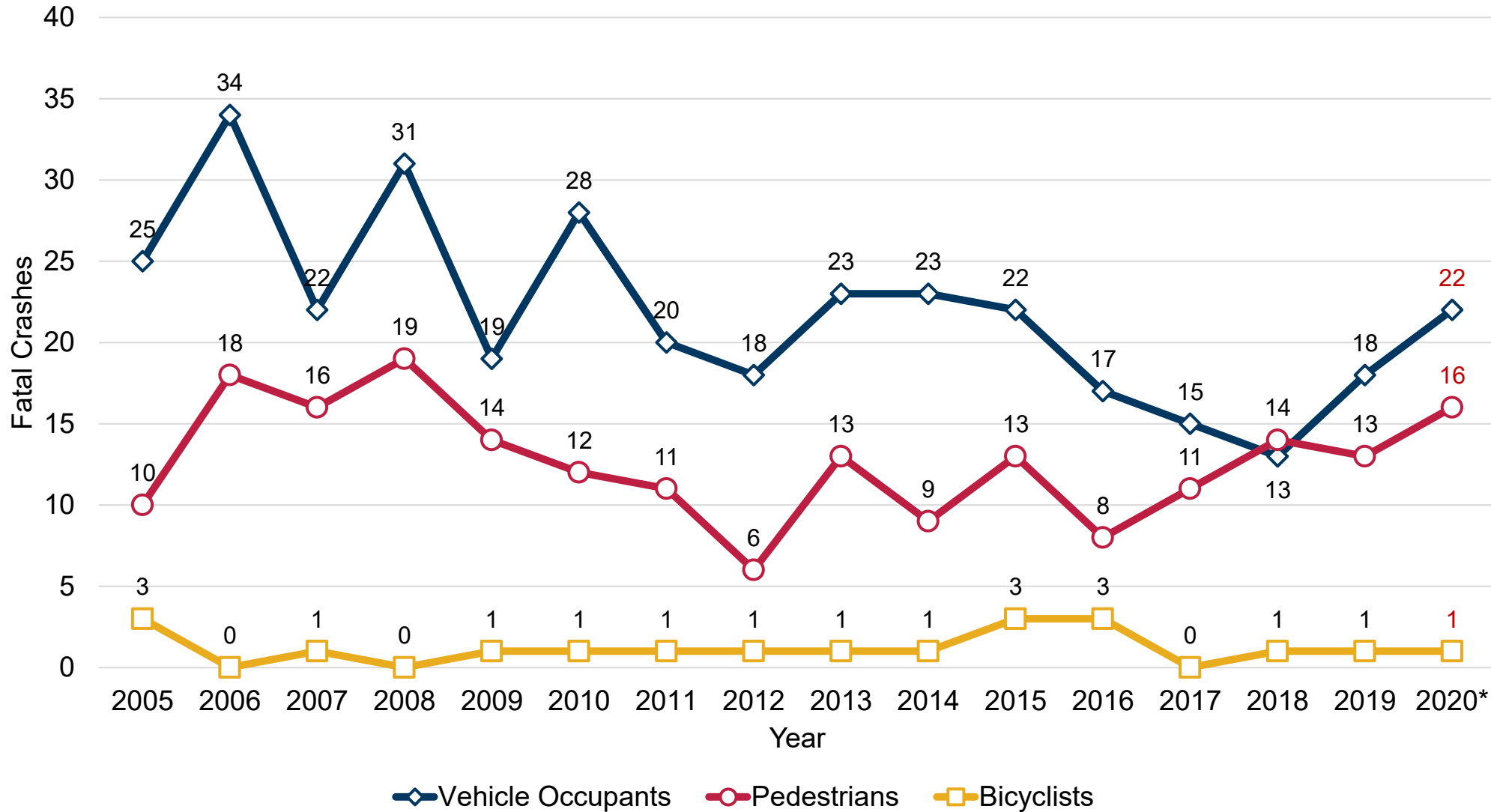- % change = change from 2020 compared to the 2016-2019 average.

With the pandemic reducing the number of vehicles on the road, the overall number of crashes in 2020 dropped by a third compared to the prior 4-year average. Collisions between motor vehicles and people on bikes saw a slight increase.

For those still on the road and involved in a crash, there was a notable increase in speeding, impaired, and unbuckled drivers. The increase in risky behavior was observed nationwide. As a result, fatalities were up 34% in Montgomery County compared to the prior 4-year average and projected to increase nationwide in 2020.

FATAL CRASHES BY YEAR

Source: MCPD Collision Reconstruction Unit
*2020 data are preliminary and subject to change

In 2020, there were **39 fatal crashes with 41 fatalities.** This the highest total since 41 fatal crashes in 2010.
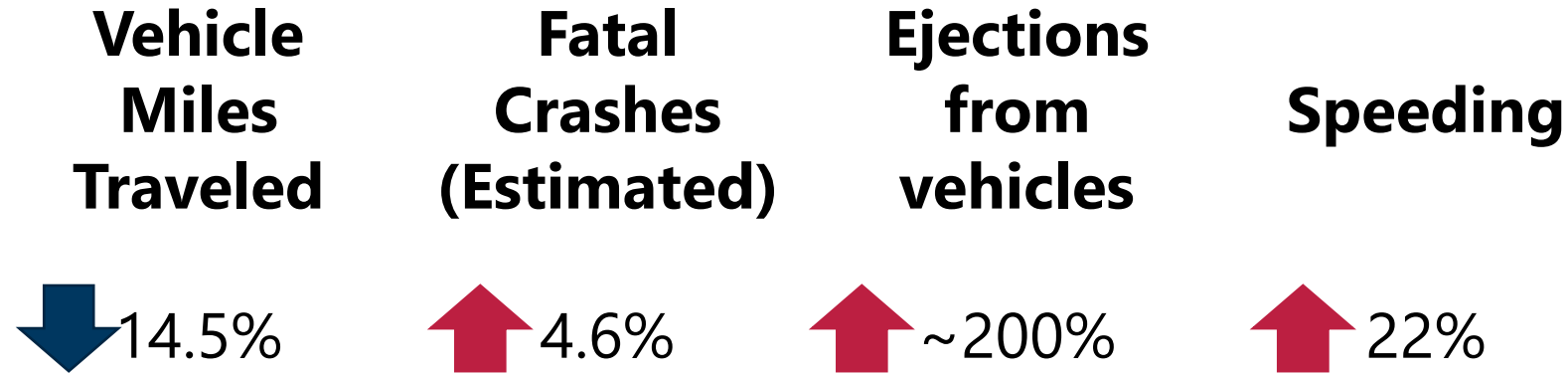
Vehicle occupant (drivers, passengers, and motorcyclists) fatalities reached a low in 2018 with 13 fatal crashes, but in 2020 returned closer to the average of 2010-2015.

Pedestrian fatalities have been on the rise since 2016. Nationwide, pedestrian fatalities increased by 51% from 2009 to 2019.

In the U.S., from January to September...

Vehicle Miles Traveled	**Fatal Crashes (Estimated)**	**Ejections from vehicles**	**Speeding**
⬇14.5%	⬆4.6%	⬆~200%	⬆22%

"Preliminary data tells us that during the national health emergency, fewer Americans drove but those who did took more risks and had more fatal crashes.

- One recent report showed a median 22% increase in speeds in select metropolitan areas.
- Sixty-five percent of drivers in trauma centers after a serious crash tested positive for drugs or alcohol.
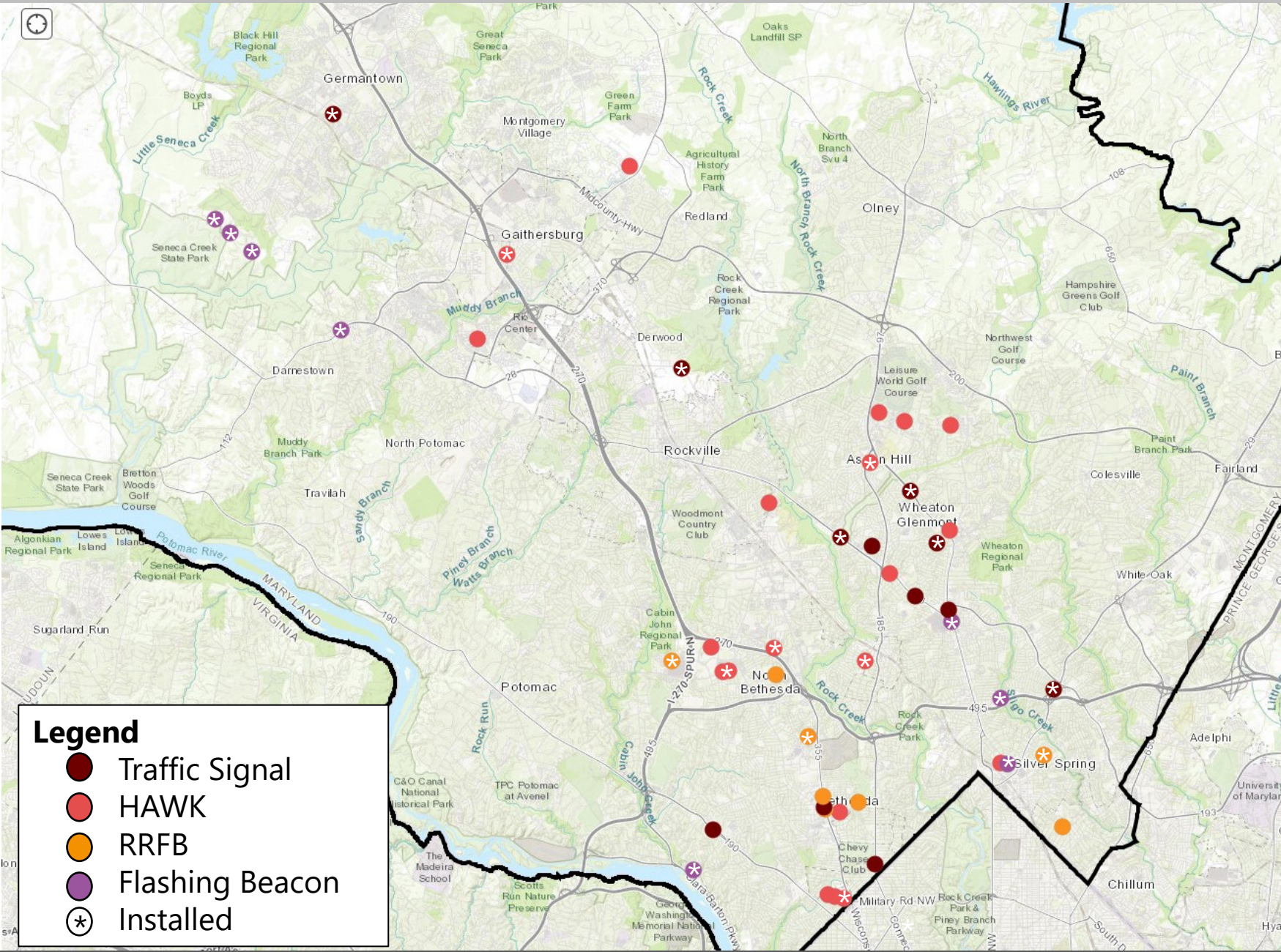- In April, double the average number of people were thrown from vehicles during crashes, indicating no seat belts."

-NHTSA Open Letter to the Driving Public

VISION ZERO
UPCOMING ACTIVITY

NEW SIGNALS AND BEACONS

Legend
- Traffic Signal
- HAWK
- RRFB
- Flashing Beacon
- Installed

Scheduled to be installed are:

Traffic Signals:
- Georgia Ave & Price Ave
- River Rd & Braeburn Pkwy (SHA)
- Veirs Mill Rd & Norris Dr (SHA)

Pedestrian Beacons:
- Twinbrook Parkway and Twinbrook Recreation Center
- Muddy Branch Road and Muddy Branch Square Shopping Center
- Snouffer School Road and Sweet Autumn Drive
- Spring Street and First Ave
- 6705 Rockledge Drive
- Layhill Road and Greenery Lane (SHA project)
- Veirs Mill Road and Andrew Street

BIKEWAY PROJECTS

The following bikeway projects are currently under design for 2021 or will be under construction by summer 2021.
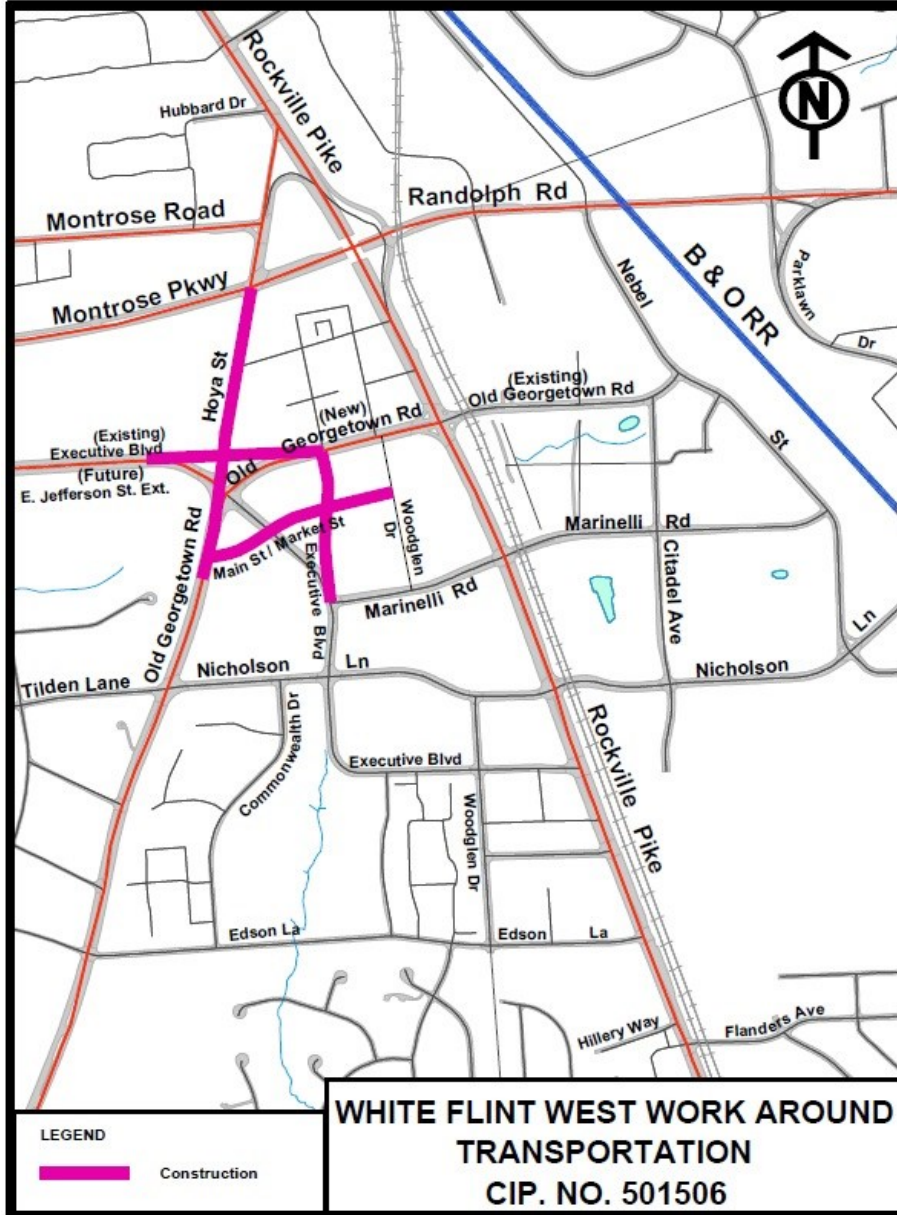
Design
- Fenton Street from Cameron Street to King Street
- Amherst Avenue from Arcola Avenue to Windham Lane
- Cheltenham Drive from Woodmont Avenue to Pearl St
- Metropolitan Branch Trail

Construction
- Bethesda Avenue/Willow Lane (Capital Crescent Surface Trail Phase I) from Woodmont Avenue to Wisconsin Avenue
- Woodmont Avenue Phase I from Montgomery Lane to Miller Avenue
- Montgomery Lane from Woodmont Avenue to Rockville Pike
- Marinelli Road from Rockville Pike to Nebel Street
- Grove St from Bonifant Street to Sligo Avenue
- Cameron Street to Planning Place
- Emory Lane and Muncaster Mill Road shared use path
- Frederick Road from Stringtown Road to Brink Road

VISION ZERO

LEGEND
Construction

WHITE FLINT WEST WORK AROUND
TRANSPORTATION
CIP. NO. 501506

Work continues to improve access and safety in and around Pike & Rose and the White Flint Metro Station.

The White Flint West Workaround is building new local roads, realigning Old Georgetown Road/Executive Boulevard/Towne Road, and adding new sidewalks and bikeways.

The White Flint Metro Station Access Improvement project will remove the right-turn lanes at the Rockville Pike and Old Georgetown Road intersection and provide for sidewalk, expanded bus bays, and streetscape improvements along Rockville Pike between Old Georgetown Road and Marinelli Road.

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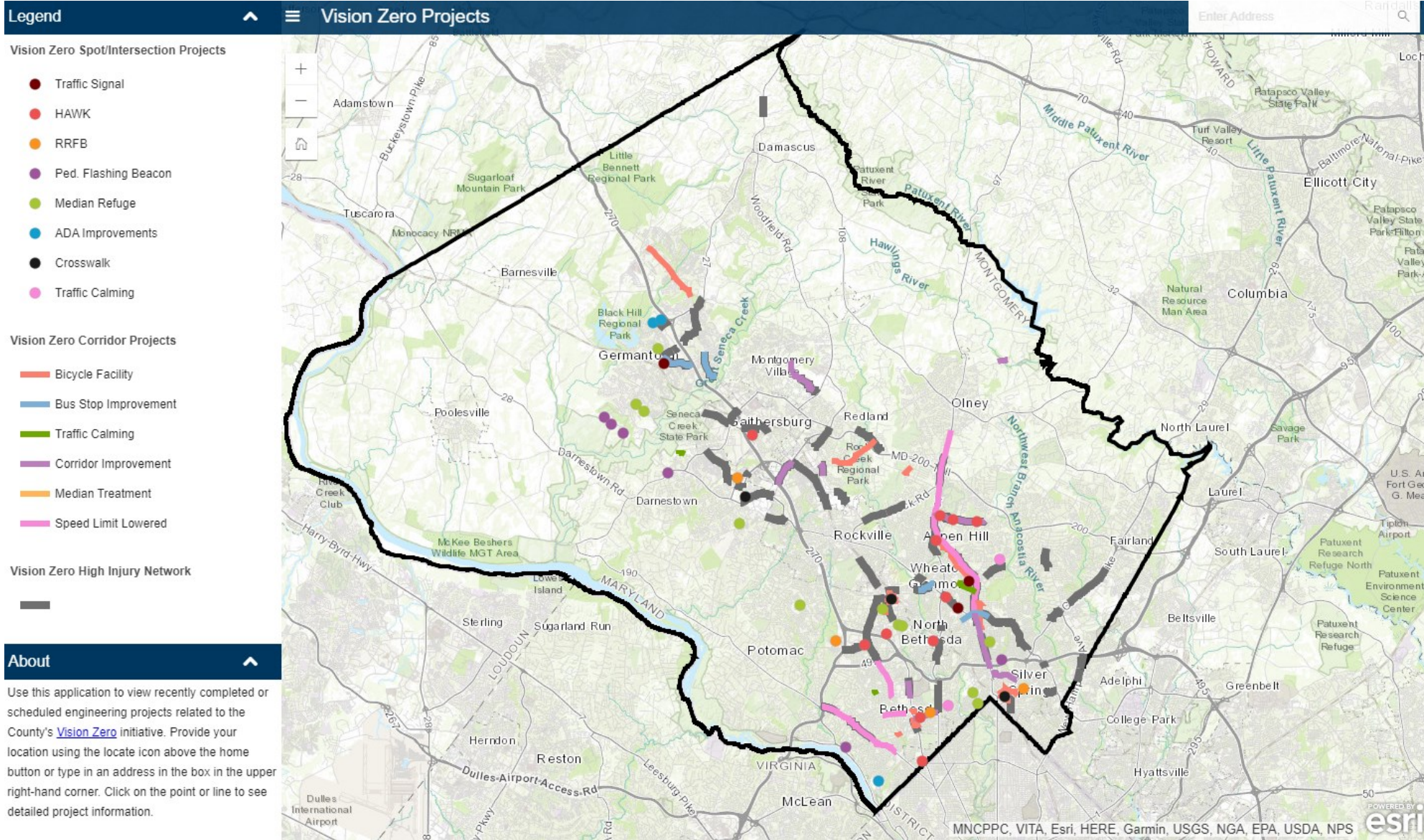
MCDOT and CountyStat developed an interactive project map to highlight Vision Zero related projects happening across the county.

Since the initial launch of the map, SHA projects have been included such as speed limit reductions on major highways and signal projects.

The map can be found on the Vision Zero homepage.

With the need for social distancing lasting through at least the summer, MCDOT, Montgomery Parks, and the State Highway Administration will continue supporting and expanding the Shared Streets program and determine how this model will continue after the public health emergency ends.

In addition, SHA is seeking a grant from the Federal Highway Administration to implement a pilot project for temporary bike lanes on University Boulevard W from Amherst Avenue to Arcola Avenue.

The new street design guide standards under development by MCDOT and the Planning Department set a target speed of 20 MPH for downtown and neighborhood streets. To test the potential safety benefits of 20MPH target speed limits, MCDOT is piloting the treatments on downtown streets to determine what treatments and messaging are effective in getting drivers to travel at 20MPH.

The Phase I Pilot Area will cover streets in Germantown, Woodglen, and Long Branch from January to June. Depending on the results of this pilot, it will be expanded to other areas in the county.

The County Department of Transportation applied for and received a grant from the Metropolitan Washington Council of Governments to examine traveling in our urban areas and transit accessibility for people with low or no vision. The study will examine existing conditions, stakeholder feedback, and leading practices to make recommendations on improving the pedestrian environment.

VISION ZERO

The 2021 Vision Zero Youth Ambassador Program will give 20 Montgomery County high-school students the opportunity to become road safety leaders in their community. Ambassadors will attend a special virtual training on road safety, cause campaign (Ambassador Plan) development, and public speaking. The program ends with each ambassador creating and executing an Ambassador Plan and a celebration luncheon where the Ambassadors will serve as youth keynote speakers presenting their plan and outcomes to parents and community leaders. Ambassadors receive incentives and SSL hours for their participation.

VISION ZERO

MCDOT
Montgomery County Department of Transportation

NOYS
National Organizations for Youth Safety

NO TRAFFIC DEATHS BY 2030

ATTENTION!!!

All High School Students in Montgomery County, Maryland

EARN 25 SSL HOURS VIRTUALLY!

APPLY FOR THE VISION ZERO YOUTH AMBASSADOR PROGRAM!

bit.ly/MCDOTVZ2021

VISION ZERO

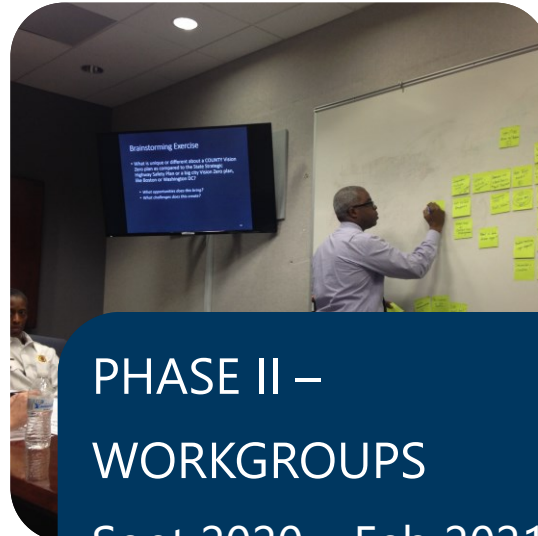## PHASE I –
FACT FINDING

June – Aug 2020

- Community survey
- Community letters
- Community meetings
- Targeted outreach
- Updated data analysis and leading practices research
- MCG surveys and interviews
- Deliverable: Background packets for workgroups

PHASE II –
WORKGROUPS

Sept 2020 – Feb 2021

- 3 workgroups
- Meet 5 times
- Develop objectives, strategies, action items, and performance measures
- Co-chairs supported by contractors to build on progress each meeting
- Deliverable: Working draft of 10-year strategy and 2-year action plan

PHASE III –
COMMUNITY REVIEW

March – May 2021

- Facilitated reviews
- Continued outreach to traditionally underrepresented communities
- Deliverable: Final draft of 10-year strategy and 2-year action plan

Distracted Driving

Seatbelt Use

Impairment

Aggressive Driving

Speeding

Pedestrian Safety

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.
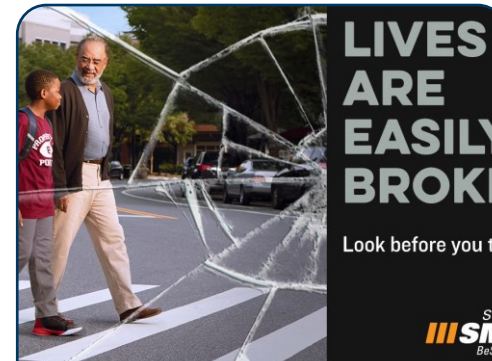
VISION ZERO

- **Sidewalk inventory** complements citizen requests to provide better gap identification and project prioritization.

- **Bus stop audit** along the High Injury Network to identify necessary improvements for riders getting safely to and from the stops.

- **High Injury Network analysis** with MCDOT and SHA to identify potential short- and long-term needs.

- **Bicycle-Pedestrian Priority Area** dedicated CIP projects to implement bicycle networks in Silver Spring, Bethesda, Wheaton, Glenmont, Veirs Mill/Randolph, and along the Purple Line.

- **High visibility enforcement** based on crash and ticket history to better utilize enforcement details with centralized and district traffic units.

- **Systematic safety analysis** to determine predicted crash rates for the entire roadway network to build a long-term strategy for potential reengineering locations.

- **Targeted messaging** to address increased crashes such as the distracted driving campaign with diverse messaging across multiple communication channels.

- **Building in equity considerations** for project prioritization to address historic inequities in the built environment.

VISION ZERO

Group photo of County employees involved in designing and building the 2nd/Spring protected intersection.

VISION ZERO

ENDING TRAFFIC DEATHS IN MONTGOMERY COUNTY

https://www.montgomerycountymd.gov/visionzero/