



VISION ZERO

ZERO TRAFFIC DEATHS IN MoCo

**OUR PLAN TO ELIMINATE FATALITIES AND
SERIOUS INJURIES ON OUR ROADS**

TMD ADVISORY COMMITTEES JOINT MEETING • 09/30/2021



VISION ZERO AND SAFE SYSTEMS



IN THE SAFETY APPROACH...

1. Traffic deaths are...
2. Human behavior must be...
3. Goal is to prevent...
4. Responsibility lies with...
5. Saving lives is...

TRADITIONAL APPROACH

1. Inevitable
2. Perfect to avoid crashes
3. All collisions
4. Individual roadway users
5. Expensive

VS

VISION ZERO

1. Preventable
2. Integrated into the design
3. Fatal & severe Crashes
4. System (design + behavior)
5. Not expensive

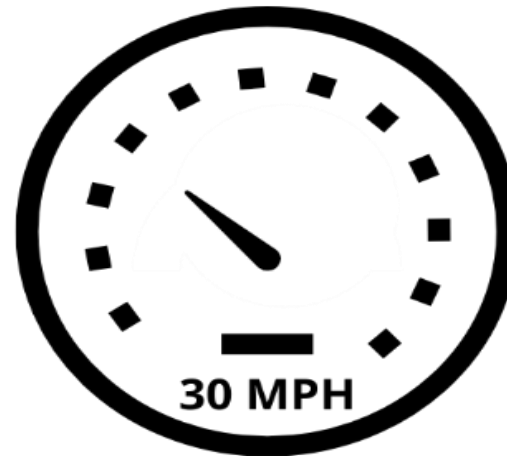
Crash Survivability Drops Significantly Above These Speeds



Pedestrian or Cyclist
Struck At...



Side Impact
Collision At...



Head On
Collision At...



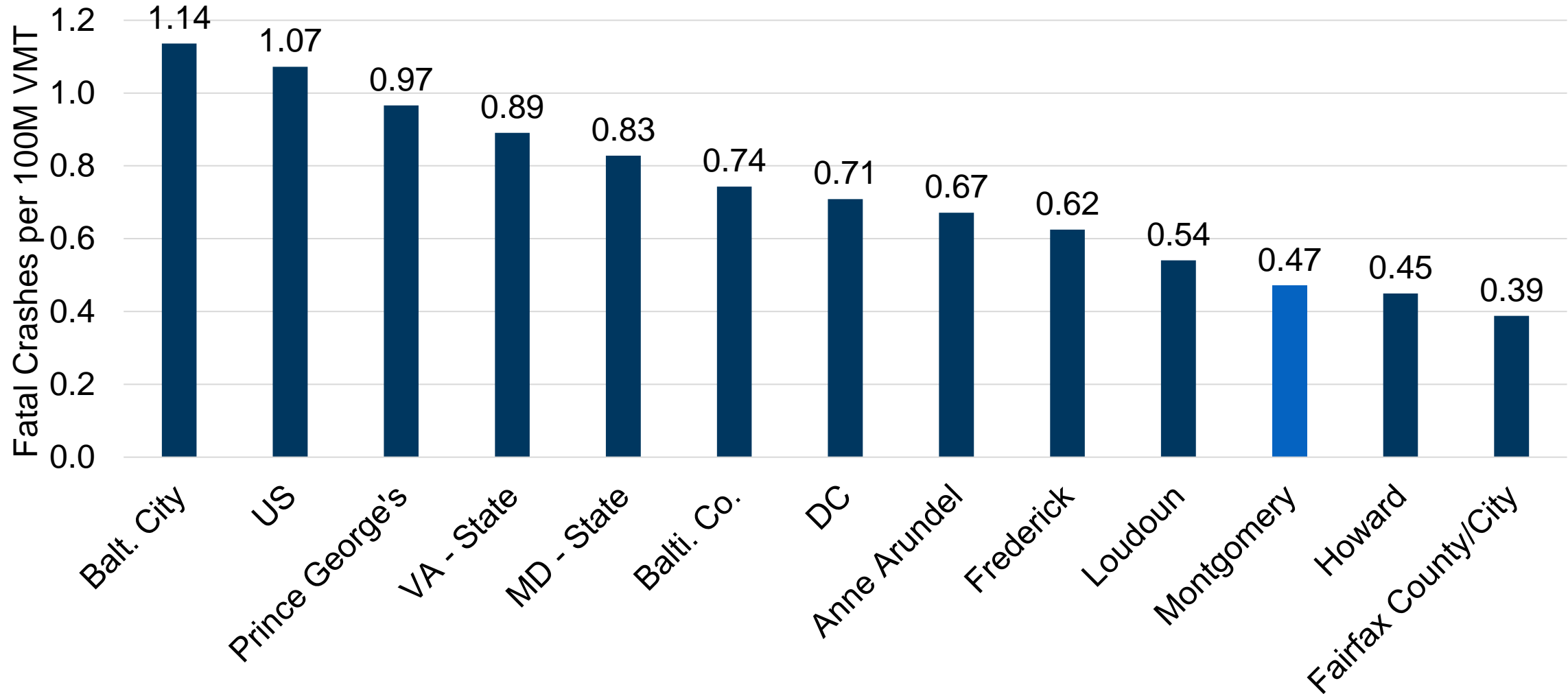


CURRENT STATE OF ROADWAY SAFETY



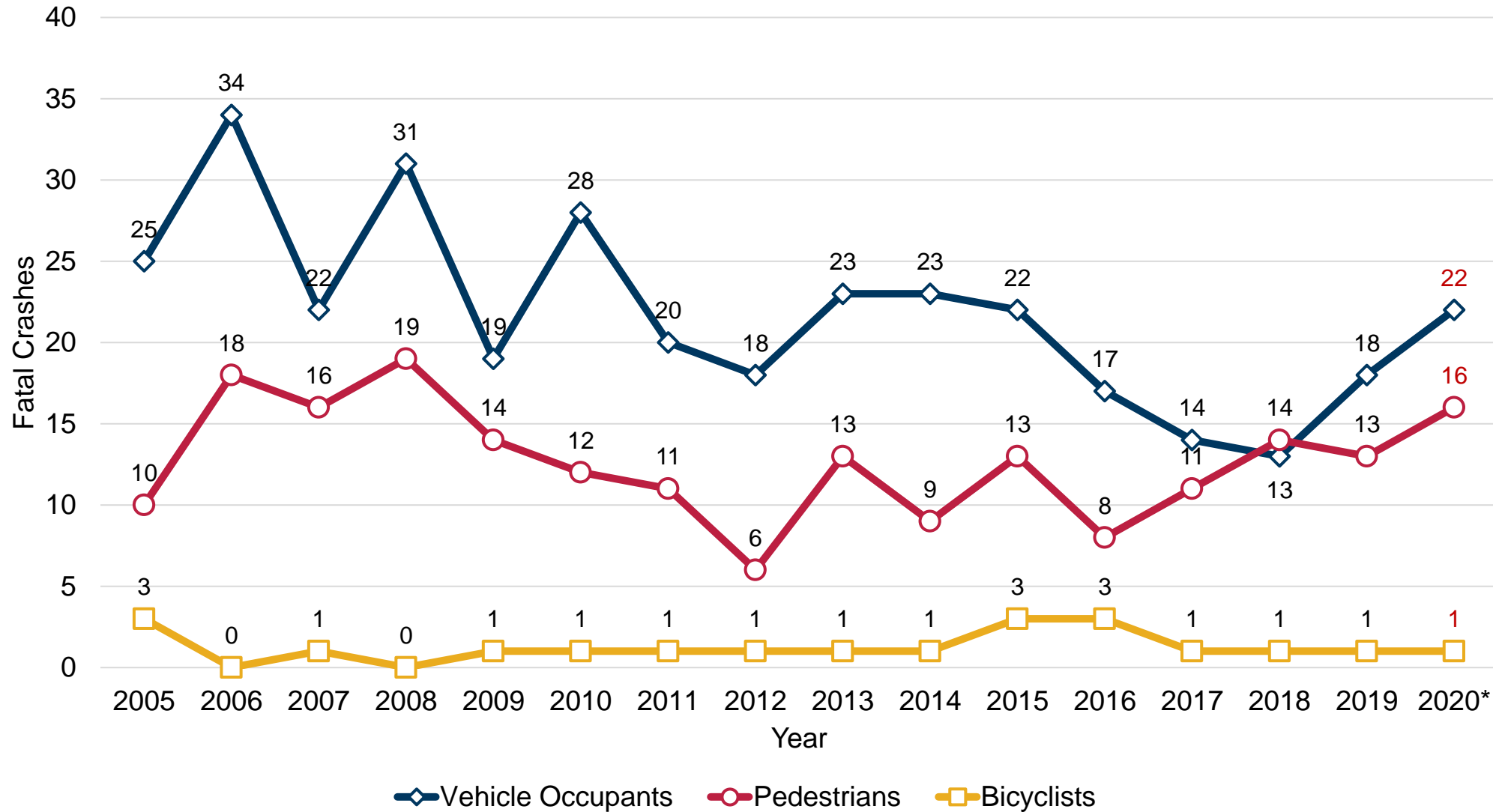
COMPARING FATAL CRASH RATES

2015-2019 Fatal Crash Rate per 100 Million Vehicle Miles Traveled (VMT)



To allow for comparisons across jurisdictions, the Montgomery County statistics above include all roads in the county (local roads and highways, interstates, and federal roads).

FATAL CRASHES BY YEAR



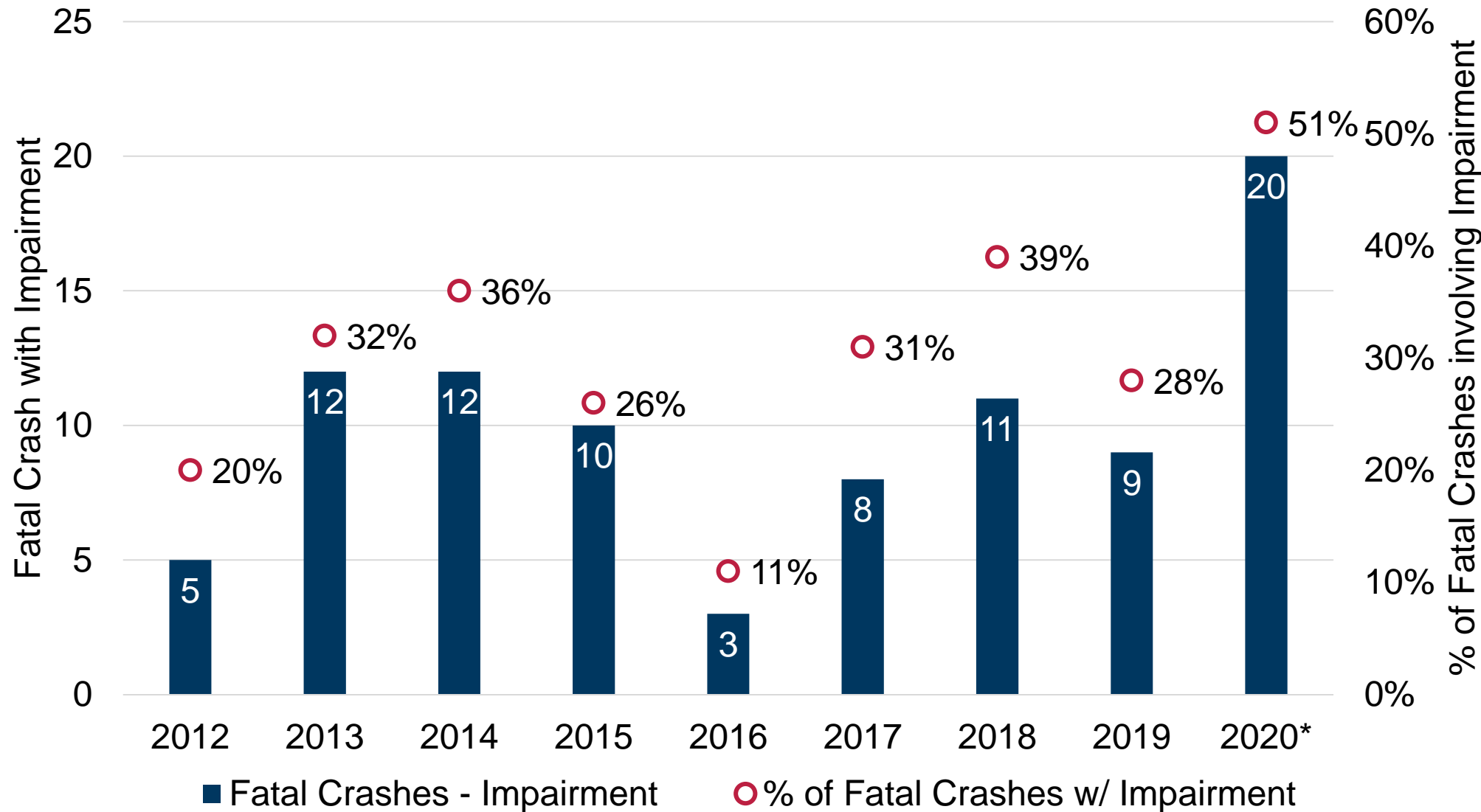
In 2020, there were **39 fatal crashes with 41 fatalities**. This is the highest total since 41 fatal crashes in 2010.

Vehicle occupant (drivers, passengers, and motorcyclists) fatalities reached a low in 2018 with 13 fatal crashes, but in 2020 returned closer to the 2010-2015 average.

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

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

IMPAIRMENT-RELATED FATAL CRASHES

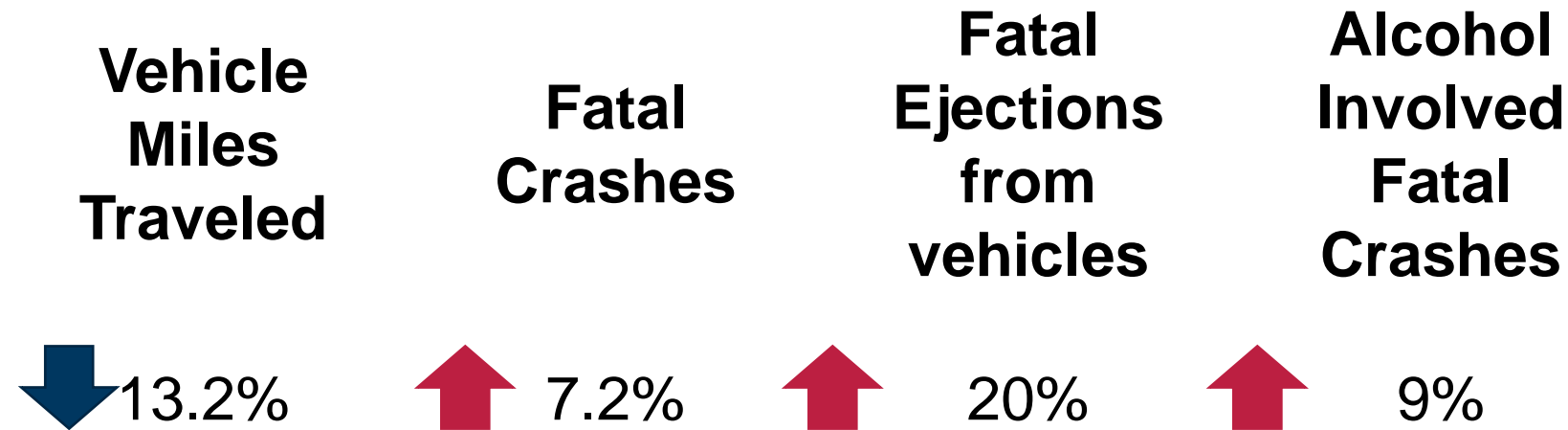


51% of fatal crashes in 2020 involved at least one party in the crash being impaired (BAC ≥ 0.08). This was well above the 2016-2019 average of 30%. Of concern were BACs exceeding 0.20, which is a level of intoxication where [balance and muscle control is significantly deteriorated and blackouts can occur](#).

Source: MCPD Collision Reconstruction Unit.

*2020 data are preliminary and subject to change.

In the U.S., comparing 2019 to 2020...

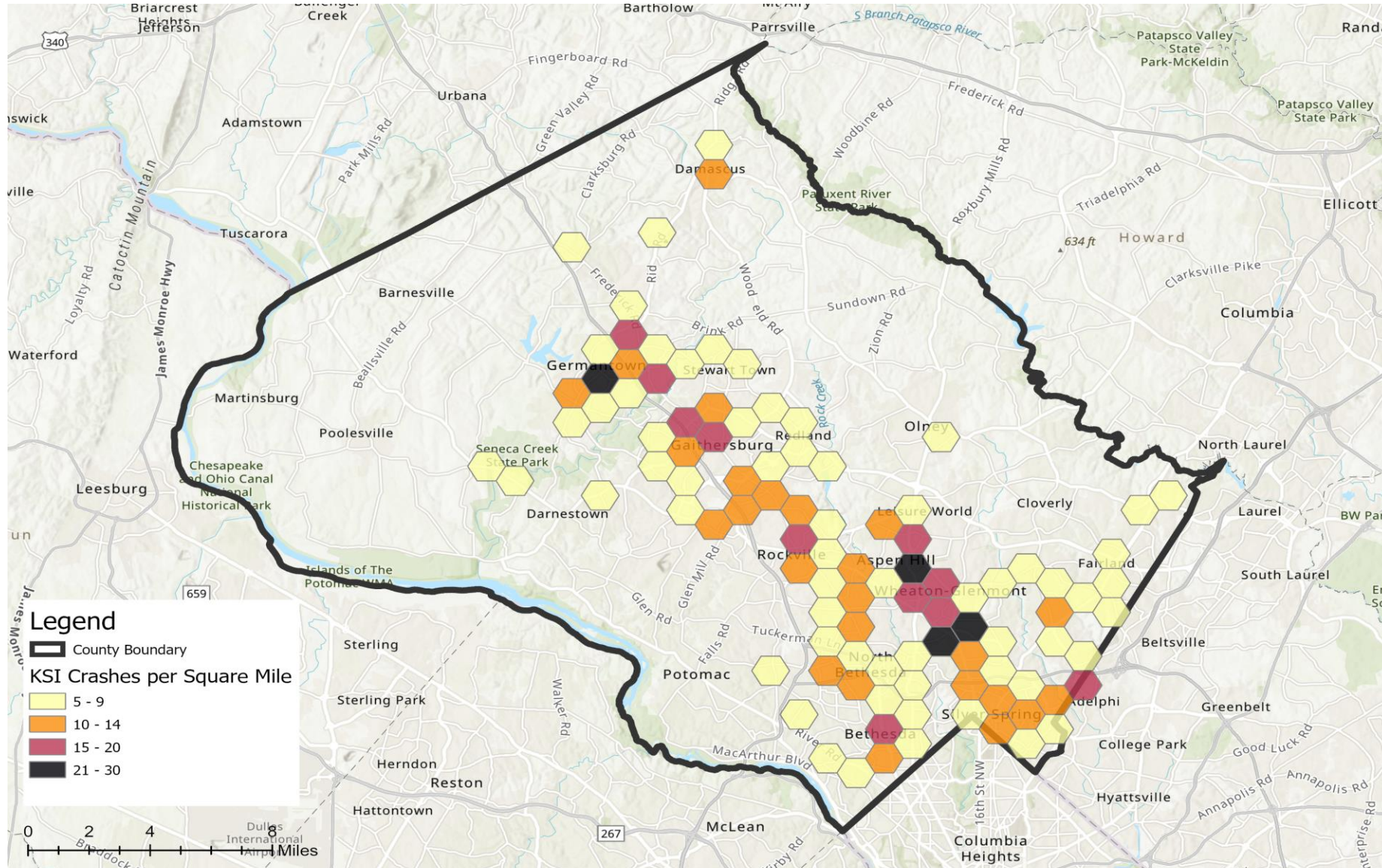


“Preliminary data tells us that during the national health emergency, fewer Americans drove but those who did took more risks and had more fatal crashes.

- 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 [2020], double the average number of people were thrown from vehicles during crashes, indicating no seat belts.”

[-NHTSA Open Letter to the Driving Public](#)

SERIOUS AND FATAL CRASH DENSITY



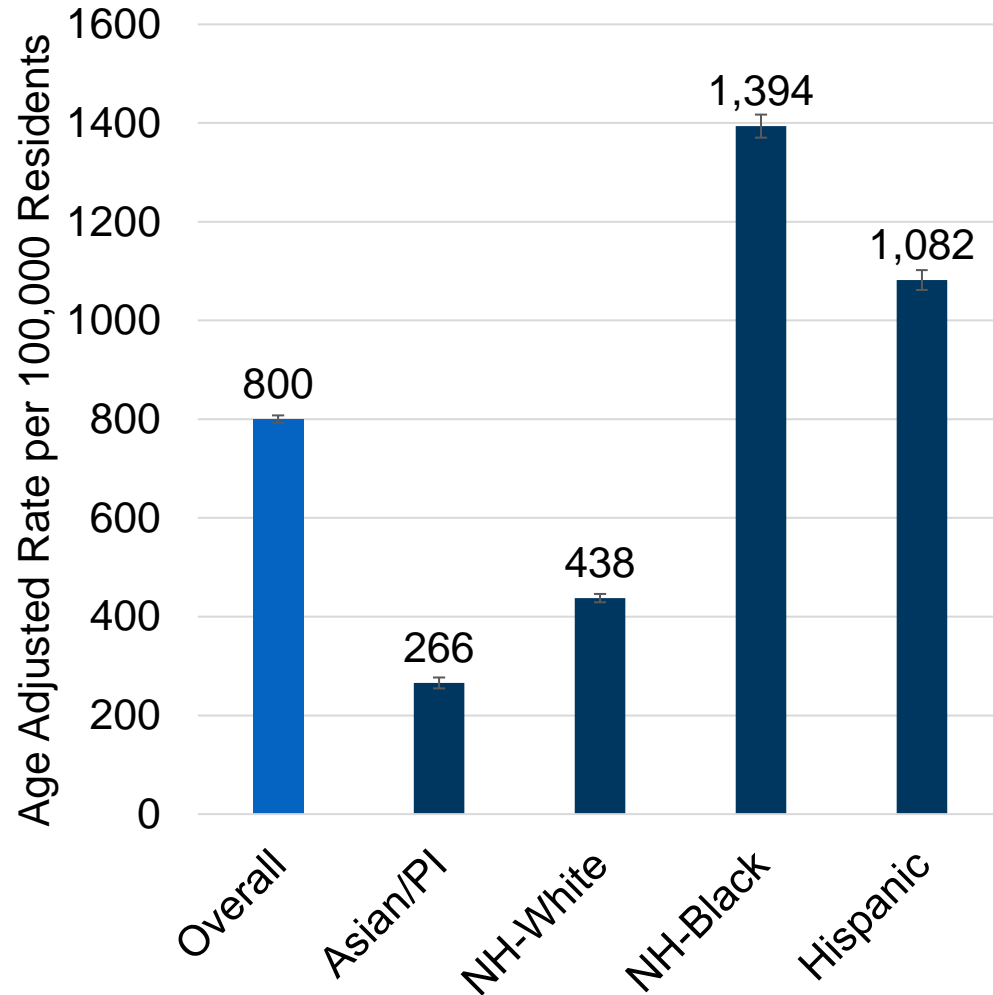
The map shows areas with more than 5 serious and fatal crashes within a mile.

Overall, the areas with highest serious and fatal crash density were Wheaton, Aspen Hill, Germantown, Glenmont, and Gaithersburg.

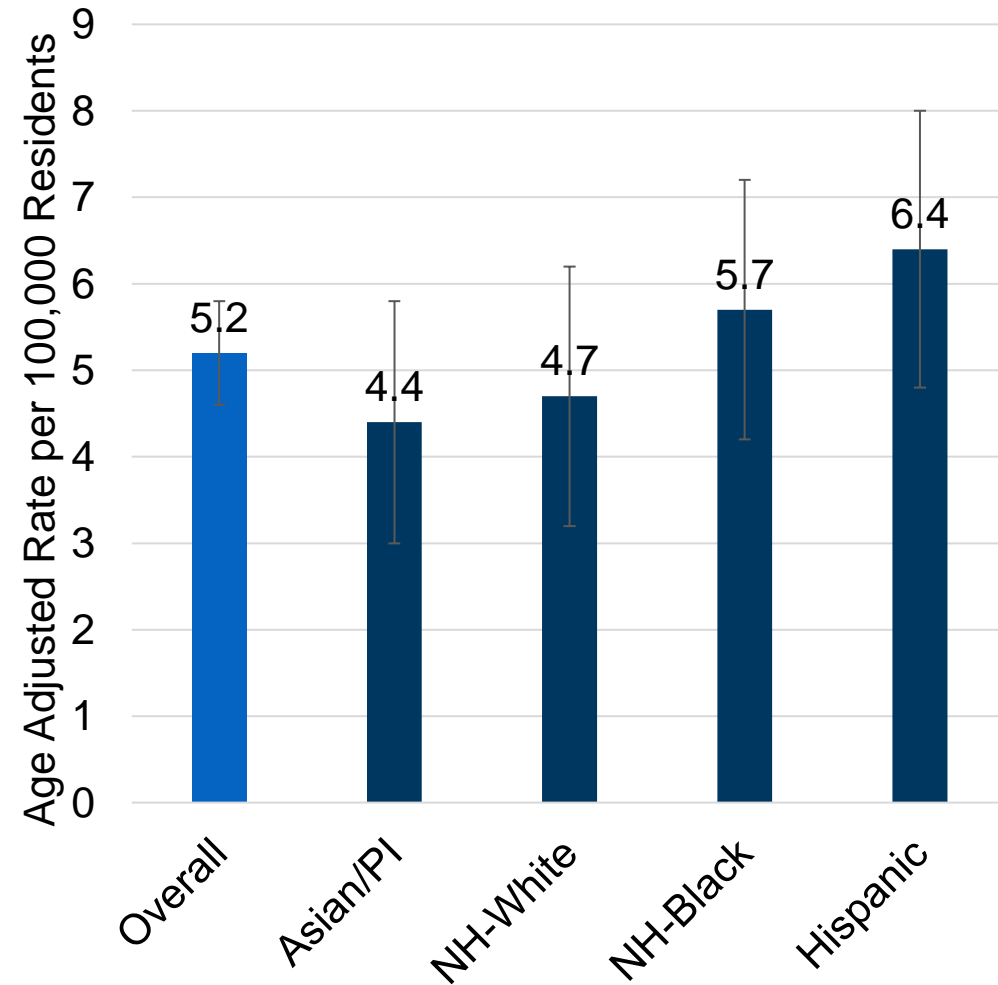
2015-2019 Serious and Fatal Crash Density

Esri, NASA, NGA, USGS, City of Gaithersburg, Maryland, MNCPPC, VITA, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

Emergency Room Visits for Motor Vehicle Crashes by Ethnicity/Race 2015-2019



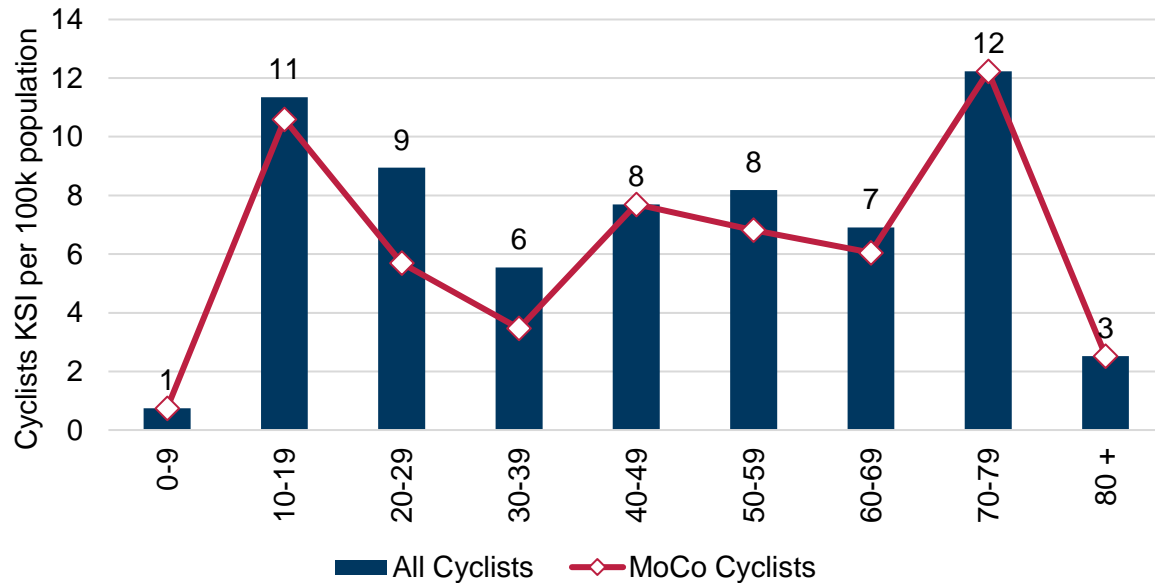
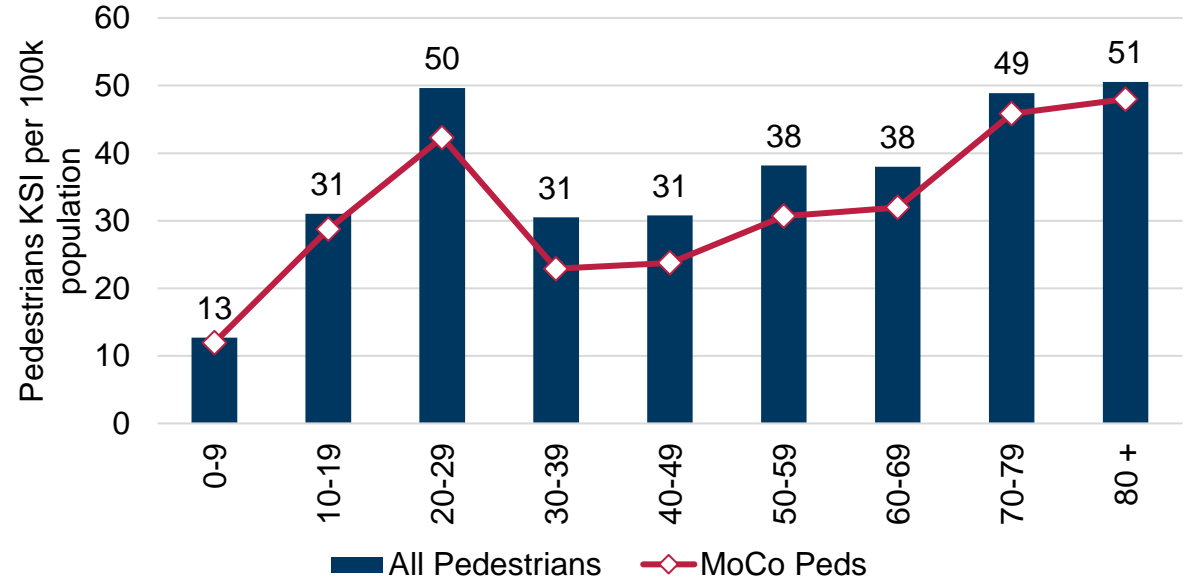
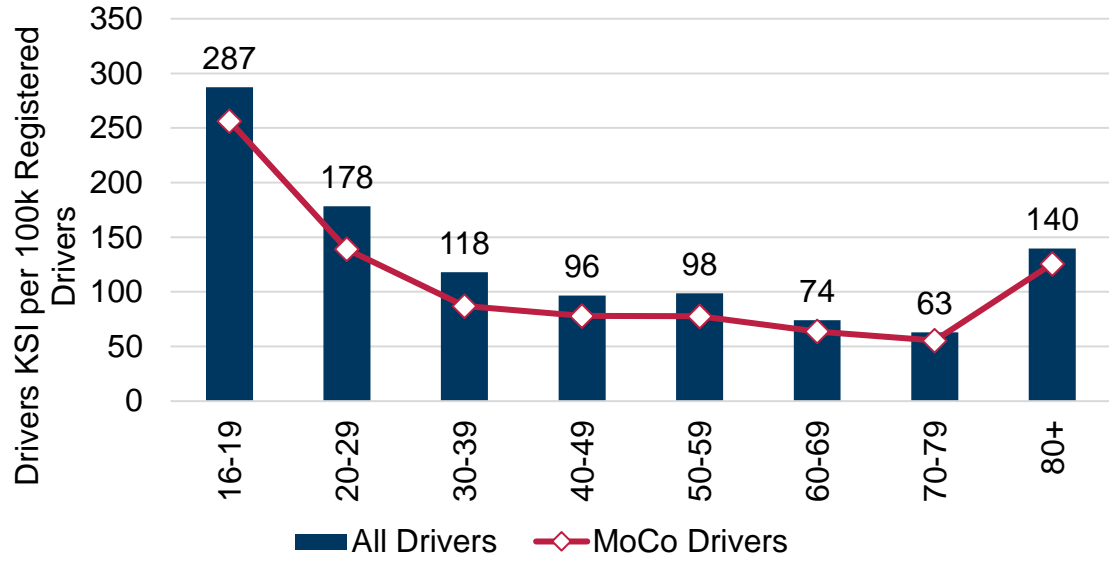
Mortality Rate for Motor Vehicle Crashes by Ethnicity/Race 2015-2019



Data notes: ER Visit and death records are for Montgomery County residents, but the crash may have occurred in a different jurisdiction.

NH = "Non-Hispanic"

VICTIM AGE AND VISION ZERO



Car Crashes Cost Montgomery County Billions of Dollars Each Year

Economic Loss

\$476

Million

Total Loss

\$3

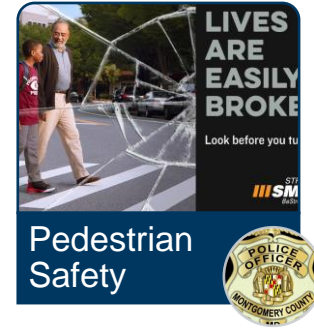
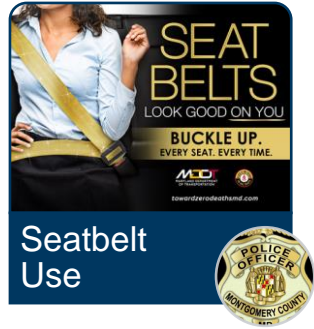
Billion



CURRENT PROJECTS & CAMPAIGNS



HIGH VISIBILITY ENFORCEMENT

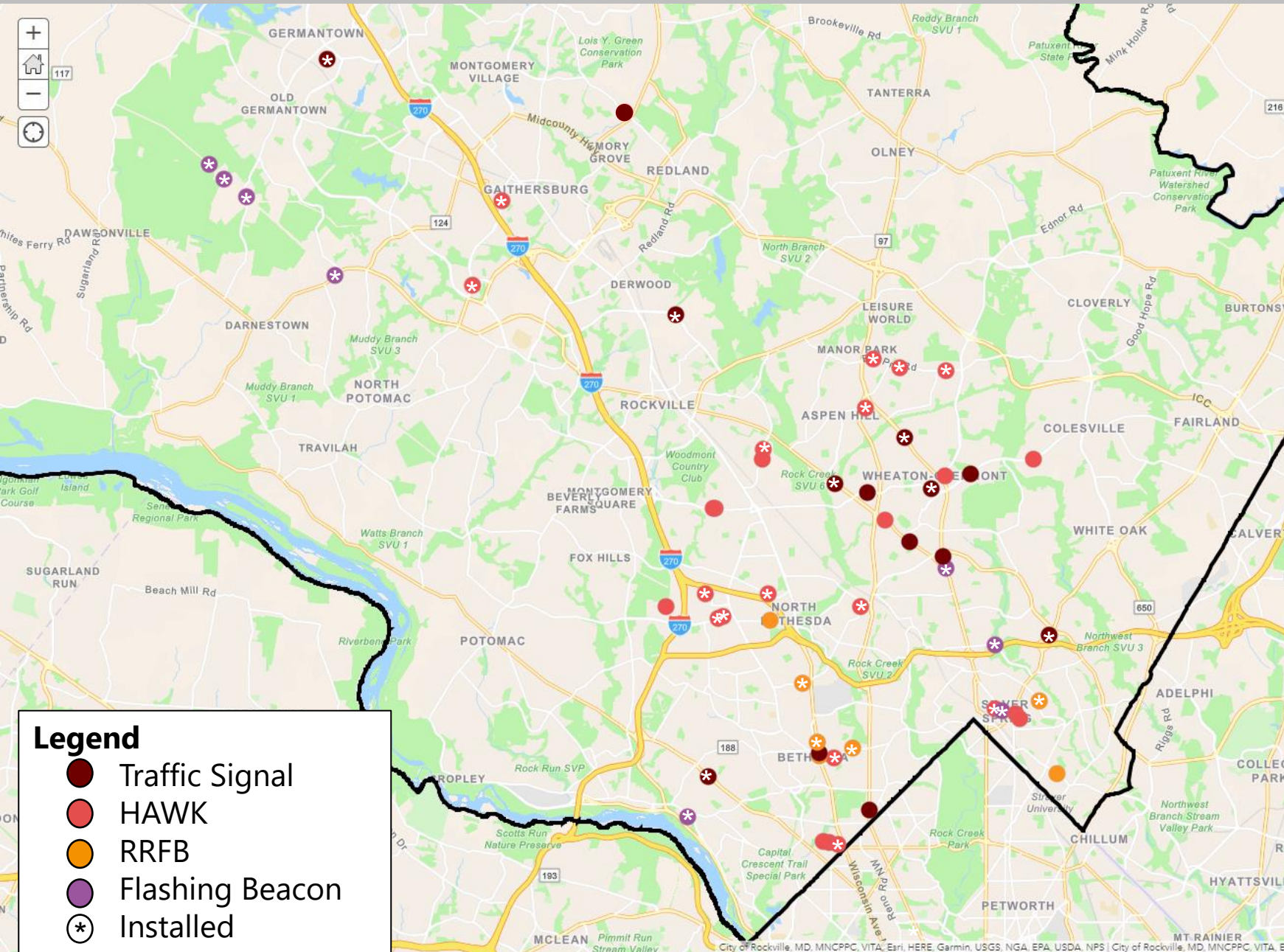


MCPD utilizes the Maryland Highway Safety Office's high visibility enforcement (HVE) calendar to perform regular stepped up enforcement all year round. MCPD utilizes analyses from MHSO, Traffic Division data analyst, and CountyStat to identify hotspots for crashes.



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.

NEW SIGNALS AND BEACONS



Recently installed:

Pedestrian Beacons:

- 3 along Bel Pre Road
- Twinbrook Parkway and Rec Center
- Spring Street and First Avenue
- 6705 Rockledge Drive
- Muddy Branch Road and Muddy Branch Square Shopping Center

Traffic Signals:

- River Rd & Braeburn Pkwy (SHA)

Scheduled to be installed are:

Traffic Signals:

- Georgia Ave & Price Ave
- Veirs Mill Rd & Norris Dr (SHA)
- Snouffer School Road and Sweet Autumn Drive

Pedestrian Beacons:

- Fenton St (2 PHBs in DTSS)
- Layhill Road and Greenery Lane (SHA project)
- Veirs Mill Road and Andrew Street

CORRIDOR SAFETY PROJECTS

Bikeways under construction or starting by fall:

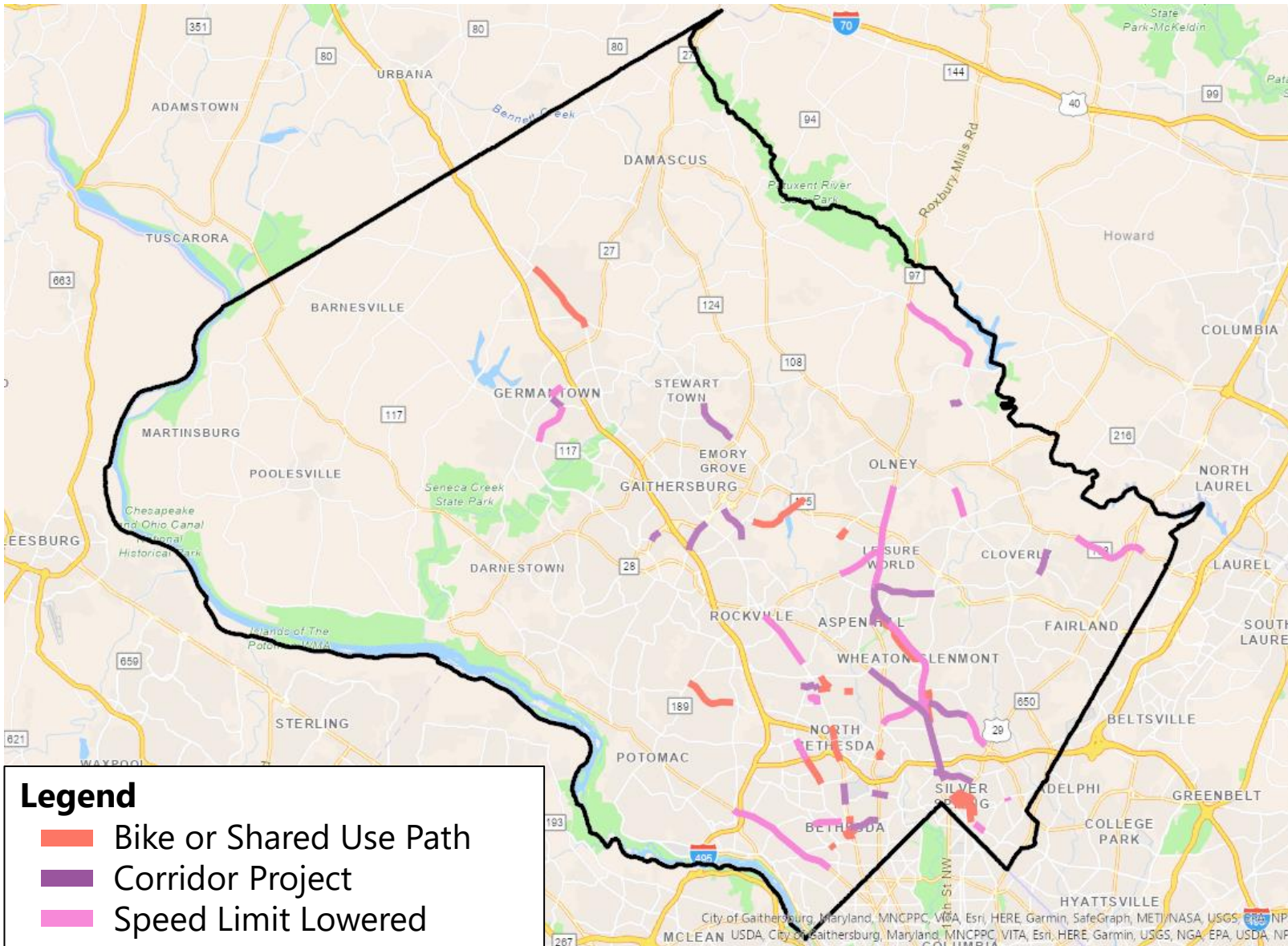
- Capital Crescent Surface Trail
- Woodmont Ave Separated Bike Lanes
- Frederick Rd Shared Use Path
- Marinelli Rd Separated Bike Lanes
- Montgomery Ave/Ln Separated Bike Lanes
- Cameron St to Planning Pl Bike Lanes
- Kensington Pkwy Shoulder Improvements
- Grove St Neighborhood Greenway
- Emory Lane Shared Use Path

High Injury Network (HIN) Corridor Projects:

- Middlebrook Rd (implemented road diet)
- White Flint West Workaround (under construction)
- Crabbs Branch Way (under design)
- Bel Pre Rd (pedestrian beacon upgrades)
- Shady Grove Rd (signal timing)
- Randolph Rd (under design)

Speed Management:

- 26 miles of roads with lowered speed limits
- 5 pilot “20 is Plenty” roads



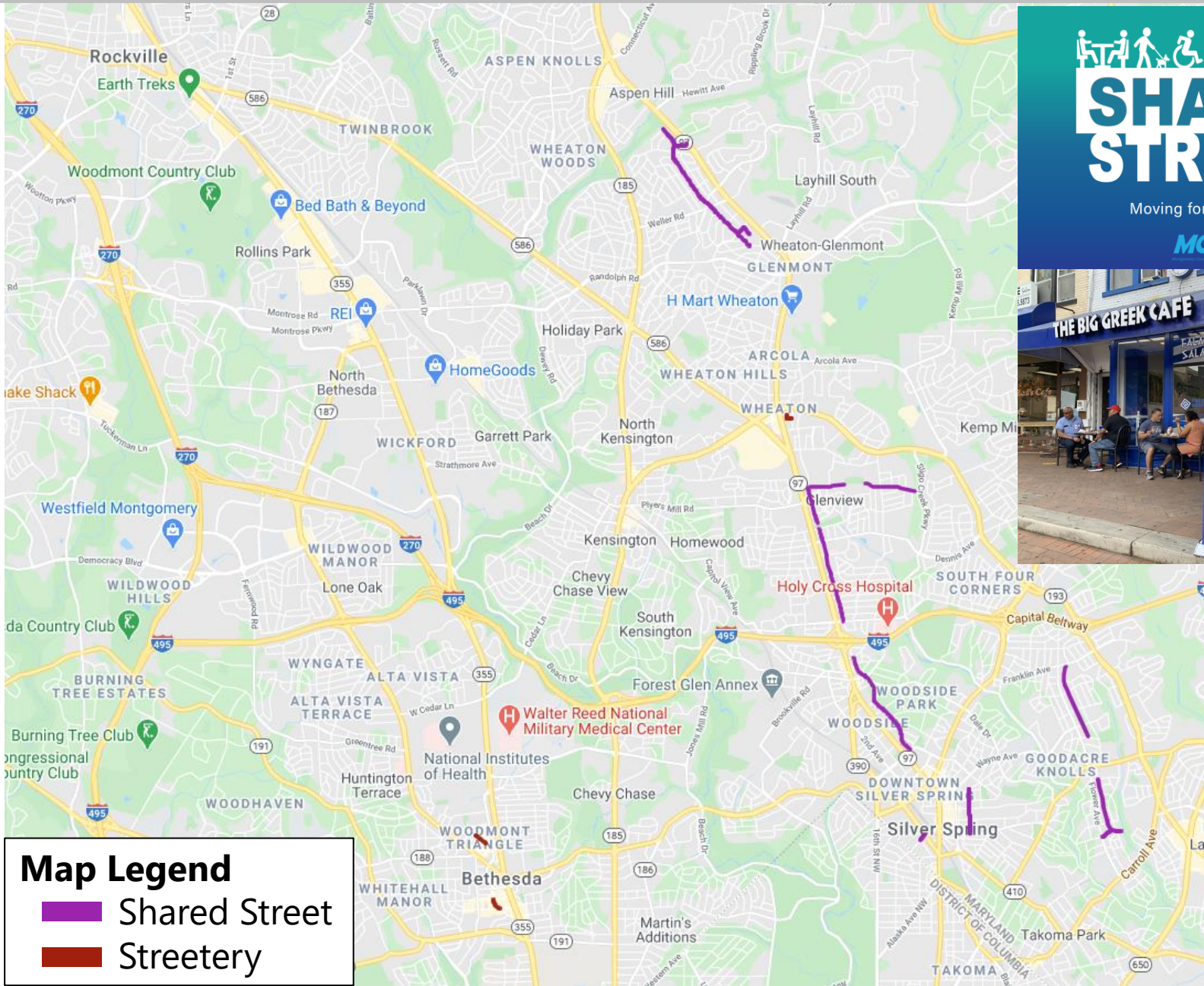
WHEATON CBD IMPROVEMENTS



MCDOT and SHA have partnered to make numerous improvements for safety in the Wheaton Triangle:

- 1 - Lower speed limit on Veirs Mill Rd
- 2 - Crosswalk upgrade
- 3 - Crosswalk upgrade
- 4 - Intersection improvement at new HQ
- 5 - New sidewalk and ped beacon
- 6 - Lower speed limit on Georgia Ave
- 7 - Narrowed travel lanes on Georgia Ave
- 8 - Off-peak parking on Georgia Ave
- 9 - Crosswalk upgrade with planned signal timing upgrade for pedestrians
- 10 - Non-traversable median
- 11 - New full traffic signal
- 12 - Crosswalk upgrades
- 13 - Lower speed limit on University Blvd

SHARED STREETS PROGRAM



Map Legend

- █ Shared Street
- █ Streetery

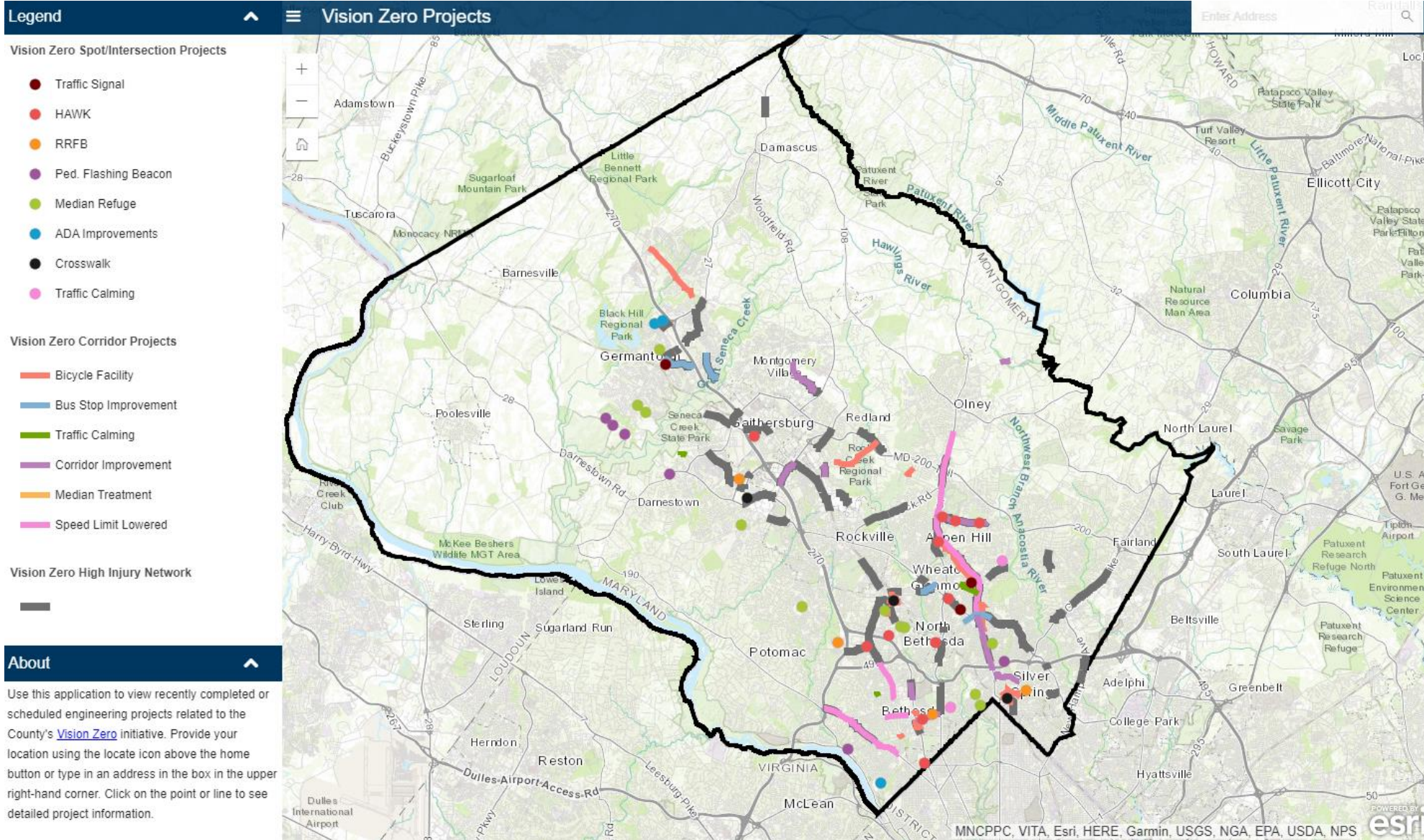


MCDOT, Montgomery Parks, and the State Highway Administration will continue supporting and expanding the Shared Streets program and determine how this model will continue after the public health emergency ends.

In addition, SHA implemented a pilot project for temporary bike lanes on University Boulevard W from Amherst Avenue to Arcola Avenue.

The current Shared Streets will run through the end of November.

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](#).

STUDY FOR PEDESTRIAN NAVIGATION FOR VISUALLY IMPAIRED RESIDENTS IN URBAN CENTERS



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 examines existing conditions, stakeholder feedback, and leading practices to make recommendations on improving the pedestrian environment. A draft of the recommendations was released this past summer.

FLOATING BUS STOPS CURRENT AND FUTURE

- Lateral deflection
- Vertical deflection
- “SLOW”
- Rumble strips (have been added since photo)



The Commissions on Aging and for People with Disabilities have shared their concerns about floating bus stops that separate the sidewalk and bus stop with a bike lane in between. Concerns in particular were about the ability to detect passing bicyclists and ensure they stop for people crossing. To address these concerns, MCDOT Director Conklin requires staff to determine wherever possible to place future floating bus stops at a signalized intersection to force all traffic to stop for people crossing.

DESIGNATED MICROMOBILITY PARKING



As a pilot, Montgomery County DOT has installed to bike and micromobility corrals along Fenton Street in Downtown Silver Spring. MCDOT has communicated the locations to scooter vendors as a place where freshly charged scooters can be dropped off and keep out of the sidewalk.

In the coming year, MCDOT will review this pilot and determine where other on-street corrals may be appropriate for other urban areas.

THANK YOU



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