



VISION ZERO

ZERO TRAFFIC DEATHS IN MoCo

VISION ZERO IMPLEMENTATION

UPDATE TO COUNTY COUNCIL || SEPTEMBER 20, 2022



Roadway Safety Since COVID-19

Increased Fatality Rates Since COVID-19

← NEWS

2020 Fatality Data Show Increased Traffic Fatalities During Pandemic

Risky Driving Behaviors Including Failure to Wear a Seatbelt, Speeding, and Drinking While Driving Identified as Contributing Factors

Map: Pedestrian fatalities in the U.S. reach four-decade high. See which states had the most.

More than 7,000 people were killed nationwide in 2021.

← NEWS

Newly Released Estimates Show Traffic Fatalities Reached a 16-Year High in 2021

HEALTH

'Tragic': Driving Was Down In 2020, But Traffic Fatality Rates Surged

March 5, 2021 - 3:30 PM ET

 CAMILA DOMONOSKE

Killed while walking: Pedestrian death rate surged during pandemic

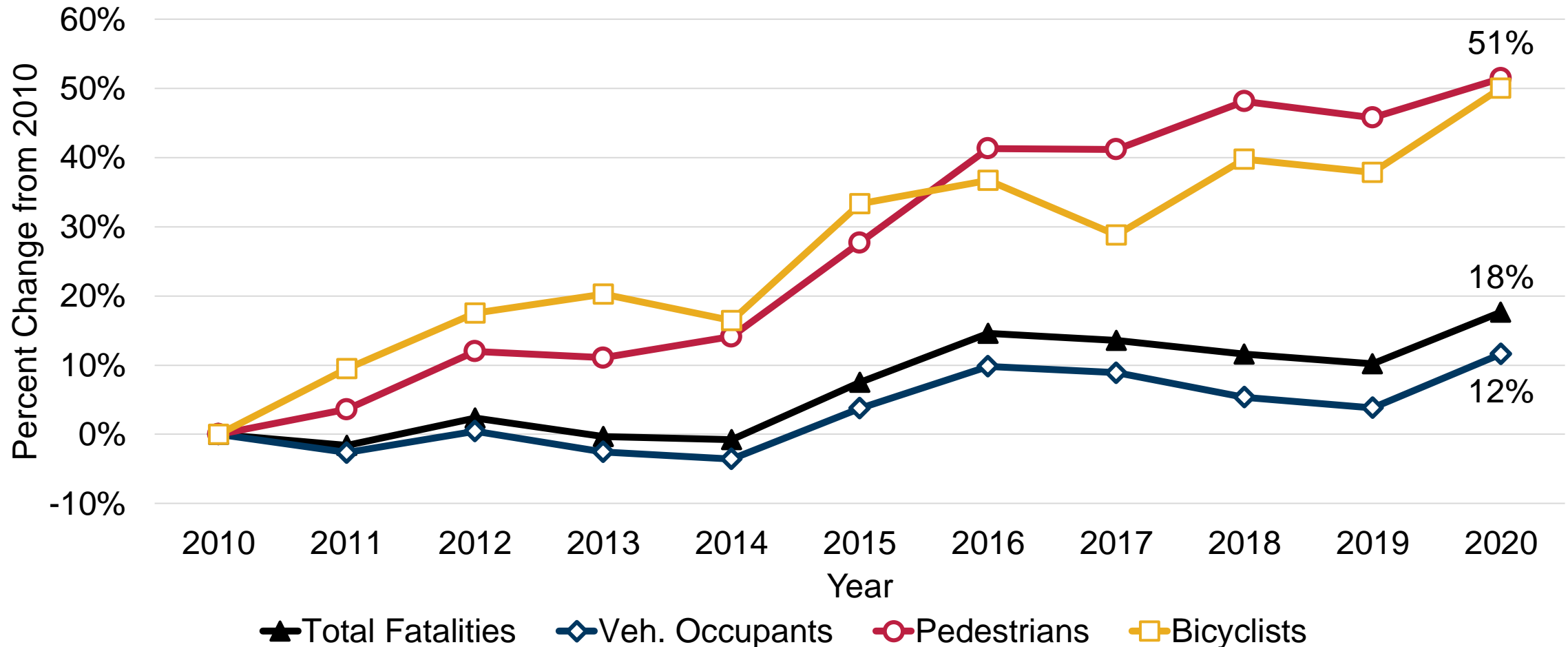
Neal Augenstein | naugenstein@wtop.com
May 20, 2021, 8:15 AM

U.S. traffic deaths hit 20-year high in early 2022

"The overall numbers are still moving in the wrong direction. Now is the time for all states to double down on traffic safety," said Steven Cliff, administrator of the National Highway Traffic Safety Administration.

Increasing Roadway Deaths across the US after Years of Progress

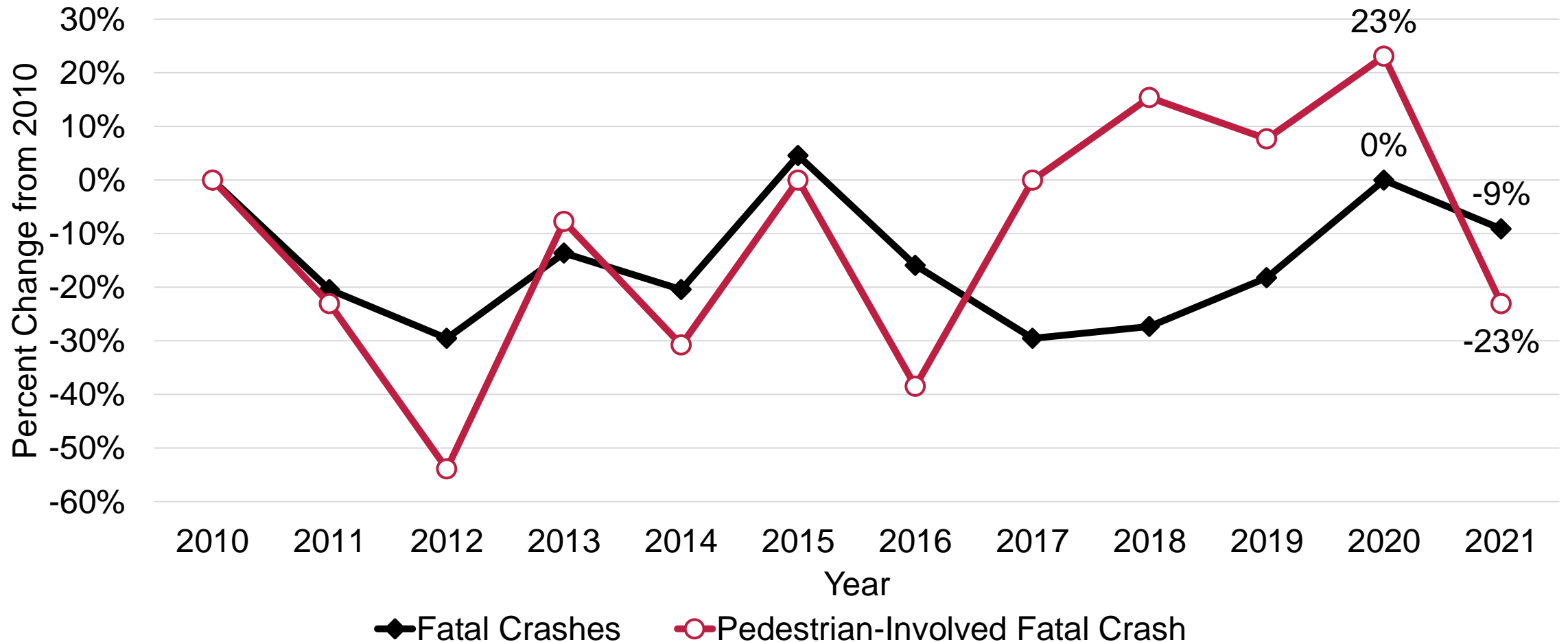
US fatal crashes involving pedestrians and cyclists increasing faster than for those in vehicles.



SOURCE: NHTSA Fatality Analysis and Reporting System (FARS). 2021 data not yet available.

County Roadway Fatalities Down Compared to 2010

Montgomery County did not experience the large uptick seen in rest of US between 2010 and 2020, but fatal crashes have been trending up in the past five years after recent record low in 2017.

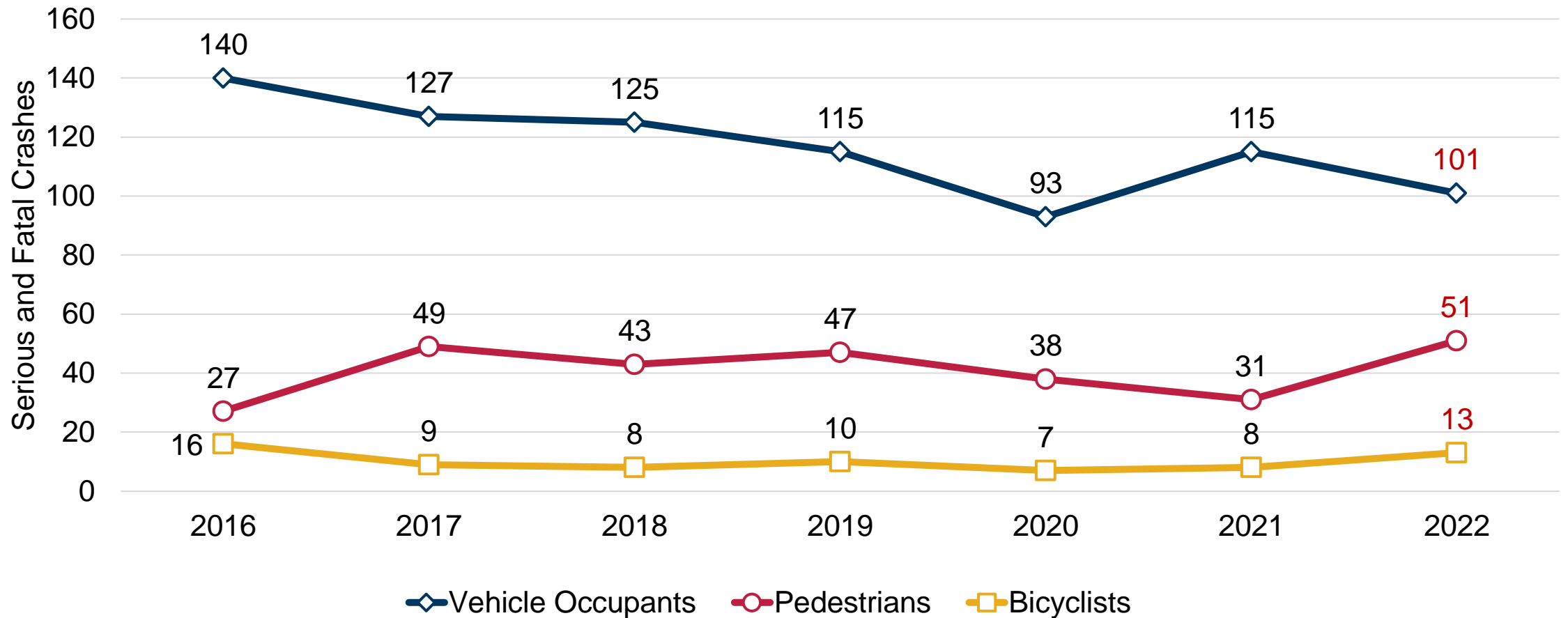


SOURCES: 2010-2020:NHTSA Fatality Analysis and Reporting System (FARS). 2021 Maryland Highway Safety Office.

*NOTE: Bicyclist fatalities excluded from chart. Averaged 1 bicyclist fatality per year.

Serious and Fatal Crashes

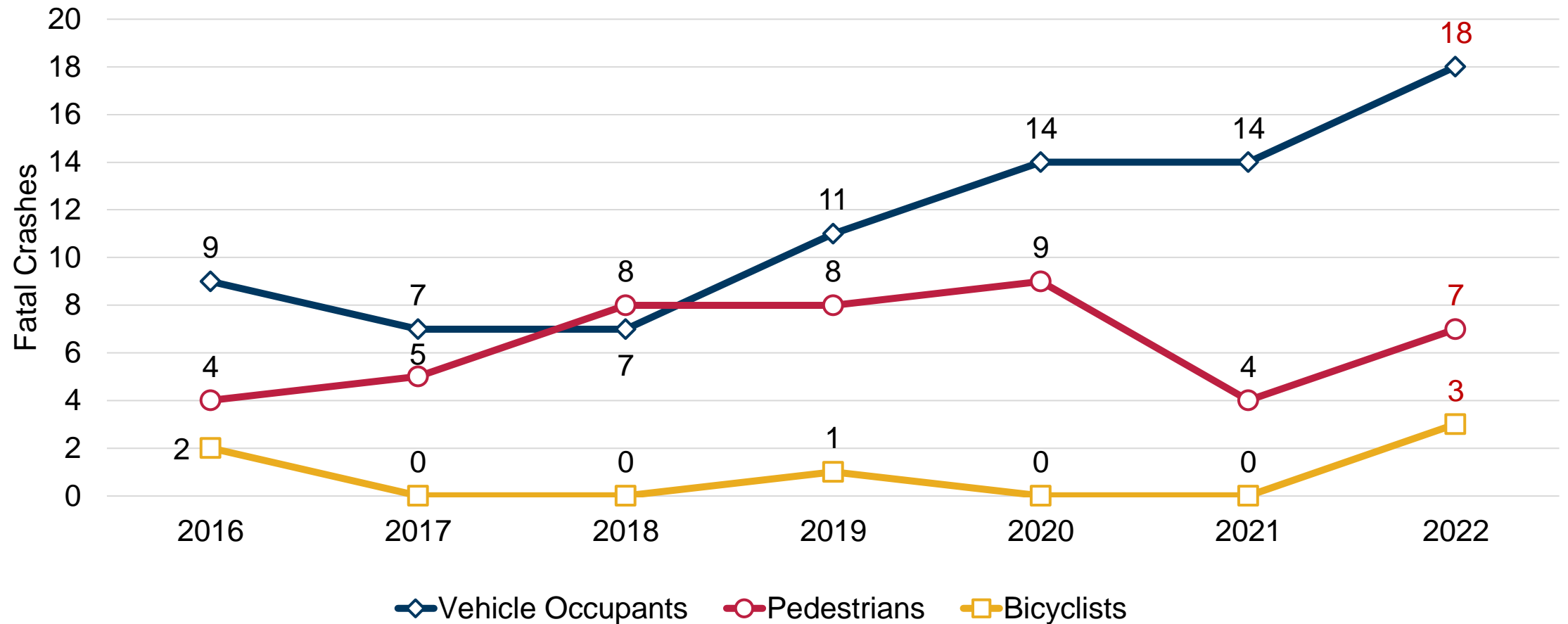
Comparing January 1 – August 31 for each year



Source: MCPD. Includes MCPD, RPD, TPPD, GPD, and M-NCPPC MC reports. Data retrieved 09/08/22. Includes crashes where at least one party suffered serious or fatal injuries. **2022 data are preliminary.**

Fatal Crashes

Comparing January 1 – August 31 for each year



Source: MCPD CRU. Data retrieved 09/08/22.

Includes crashes where at least one party suffered fatal injuries. **2022 data are preliminary.**

What's happening and what can be done?

During and Post-COVID

- Increase in “triple-threat” fatal crashes involving speeding, impairment, and unrestrained occupants ejected from the vehicle.
- Increase in proportion killed or seriously injured testing positive for opioids and marijuana for all road users.
- Increase in impromptu and planned speed contests.
- Lower traffic volumes and spread out through the day more than pre-COVID.
- For 2022, more daylight fatalities (72%) compared to prior 6 years (40%) in the county.

Addressing Increasing Fatal Crashes

- Continued focus on the High Injury Network using evidence-based safety treatments.
- Addressing substance abuse and preparing for possible legalization of recreational marijuana use.
- Focused law enforcement on known dangerous driving behaviors integrated with automated enforcement.
- National effort to address increasing distractions from vehicle “infotainment systems” and vehicle design.



**2030 Action Plan &
FY22 Work Plan**

ACTION PLAN & WORK PLAN

How the long-term and short-term plans relate

2030 Plan	Vision Zero						
Plan Pillars	Complete Streets		Multimodal Future			Culture of Safety	
Safe System Alignment	Safe Streets	Safe Speeds	Safe Transportation	Safe & Sustainable Communities	Safe Vehicles	Safe People	Safe Post-Crash Emergency Response and Care
Actions	17 Actions	3 Actions	10 Actions	1 Action	2 Actions	10 Actions	2 Actions
FY22 Work Plan	63 Tasks*	5 Tasks	16 Tasks	2 Tasks	2 Tasks	24 Tasks	2 Tasks

*There are 66 total tasks under Safe Streets, but 3 are also listed under Safe Transportation, so removed from chart above to avoid double counting.



Projects Underway In FY22

Securing Outside Funding

Working collaboratively to build competitive proposals for grants and technical assistance.

Over \$1 million secured for FY22.



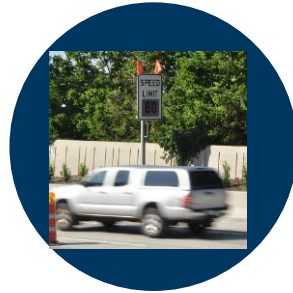
HSIP, SRTS, & TAP Grants

\$720,000 for four pedestrian hybrid beacons. Our proposal represented 8/10 dollars distributed for FY22.

TAP grant for MD 187 & Cordell and a SRTS grant for MD 188 & Cordell for ped safety design / construction, respectively.

\$52,000 Kim Lamphier Bikeways grant for advancing Bethesda Trolley Trail connection to Twinbrook Metro.

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Other MDOT Grants

\$218,000 from MHSO for Police overtime focused on aggressive, impaired, and distracted driving law enforcement in FFY21.

\$360,000 from MDOT Secretary for MD 355 & MD 187 intersection safety.

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MWCOG Tech. Asst.

Advancing study and design projects through the Transportation-Land Use and Roadway Safety Programs.

MCDOT secured an inaugural Regional Roadway Safety technical assistance to advance safety audit of MD 650. MCDOT also received \$85k for improving ped/bike connections to Germantown MARC station.



New Federal Support

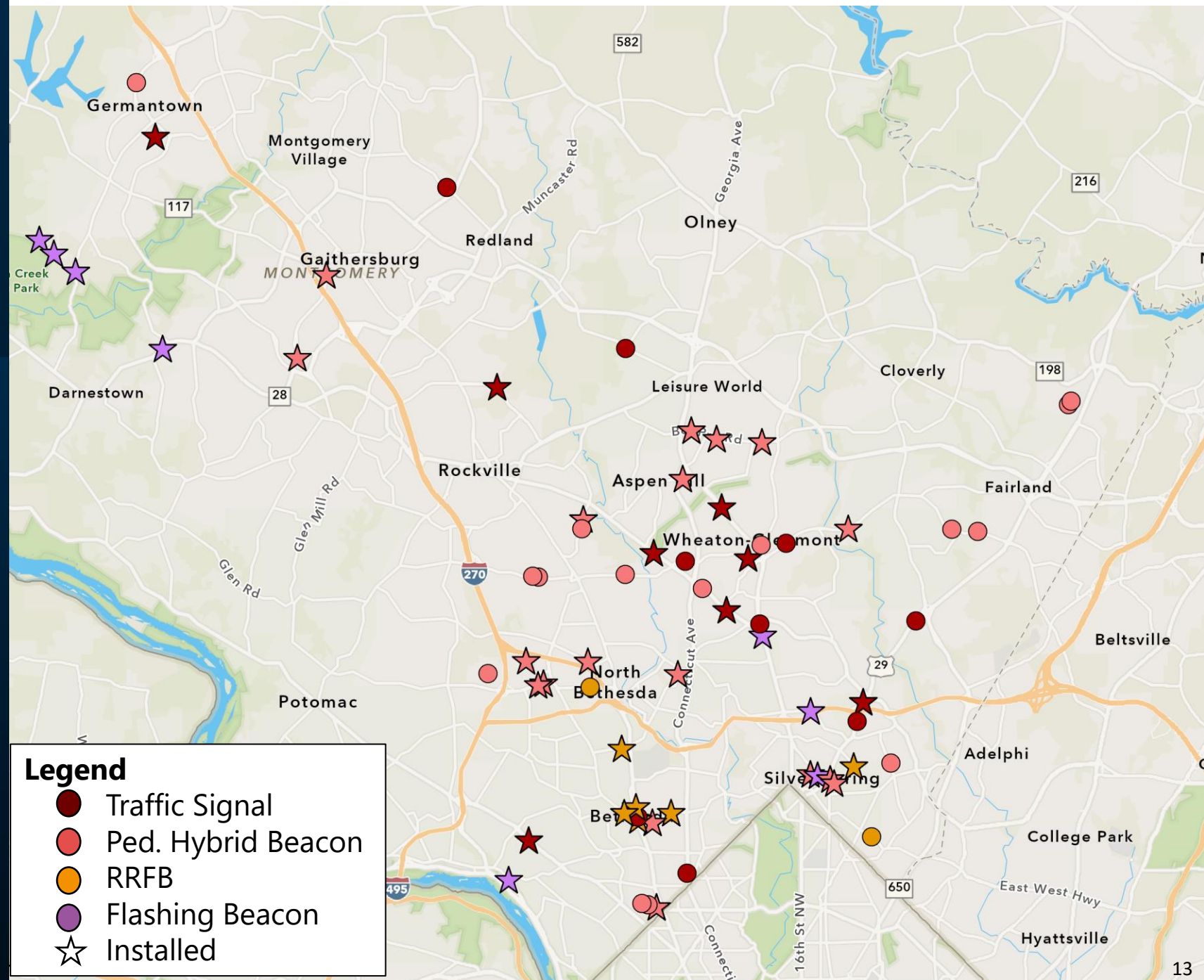
Applied for \$8 million for Germantown Safe Streets project as part of the new \$6 billion Safe Streets and Roads for All program for local governments and MPOs.

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39 new installations
since onset of Vision
Zero Initiative

26 additional devices
scheduled

NEW SIGNAL AND BEACON INSTALLATIONS





Outreach for Ped. Hybrid Beacons

PHBs for People Walking

- PHB's function similarly for pedestrians and motor vehicles as a traffic signal functions with yellow and red lights.
- Pedestrians must activate the beacon by pressing the button, then waiting for the walk signal (less than 30 seconds).
- All PHBs have accessible pedestrian signals (APS) and countdown pedestrian signals (CPS).

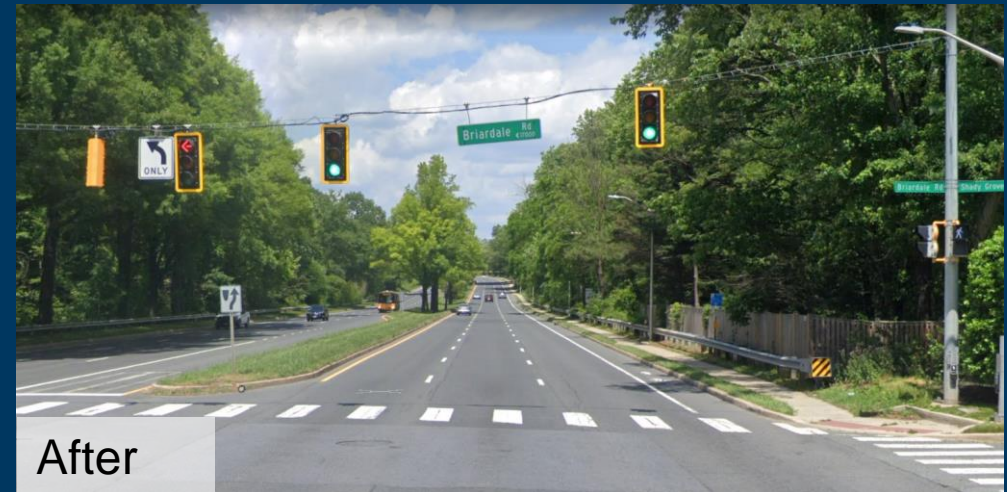
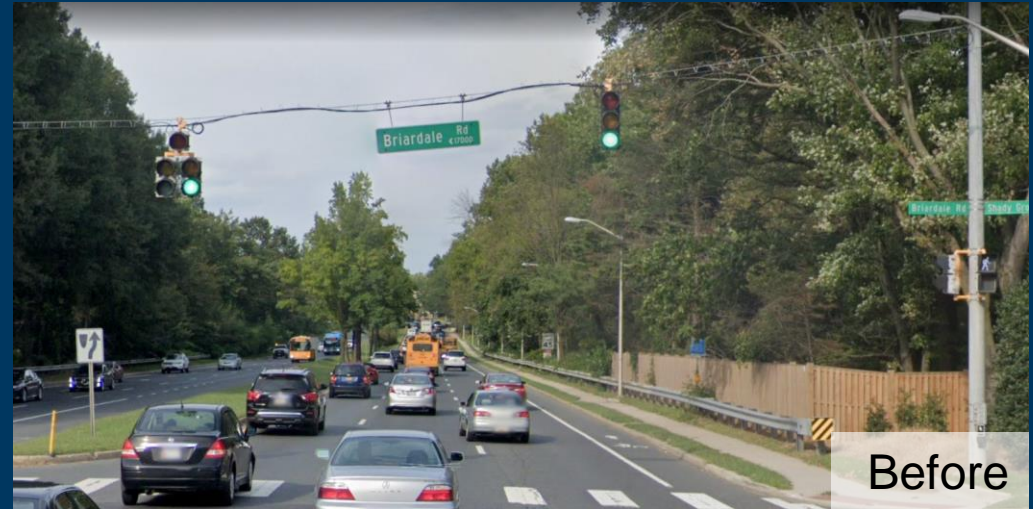
PHBs for People Driving

- Same rules of the road – yellow means “Exercise Caution” and “Prepare to Stop” and red means “Stop”.
- Nuance is the beacon goes dark, which allows drivers to proceed at speed.
- Continued media and on-street outreach is progressing to build awareness of these new devices.

High Injury Network Projects

Advancing study, design, and construction on County and State roadways based on crash risk

- Study
 - New Hampshire Ave (MD 650) in conjunction with Prince George's County between Piney Branch Rd and the Beltway.
 - Aspen Hill – Bel Pre Rd, Georgia Ave, & Connecticut Ave.
 - Snouffer School Rd
- Design
 - Crabbs Branch Way (underway)
 - Randolph Rd (underway)
 - Sam Eig Hwy (underway)
- Construction
 - Shady Grove Rd (signal modifications)



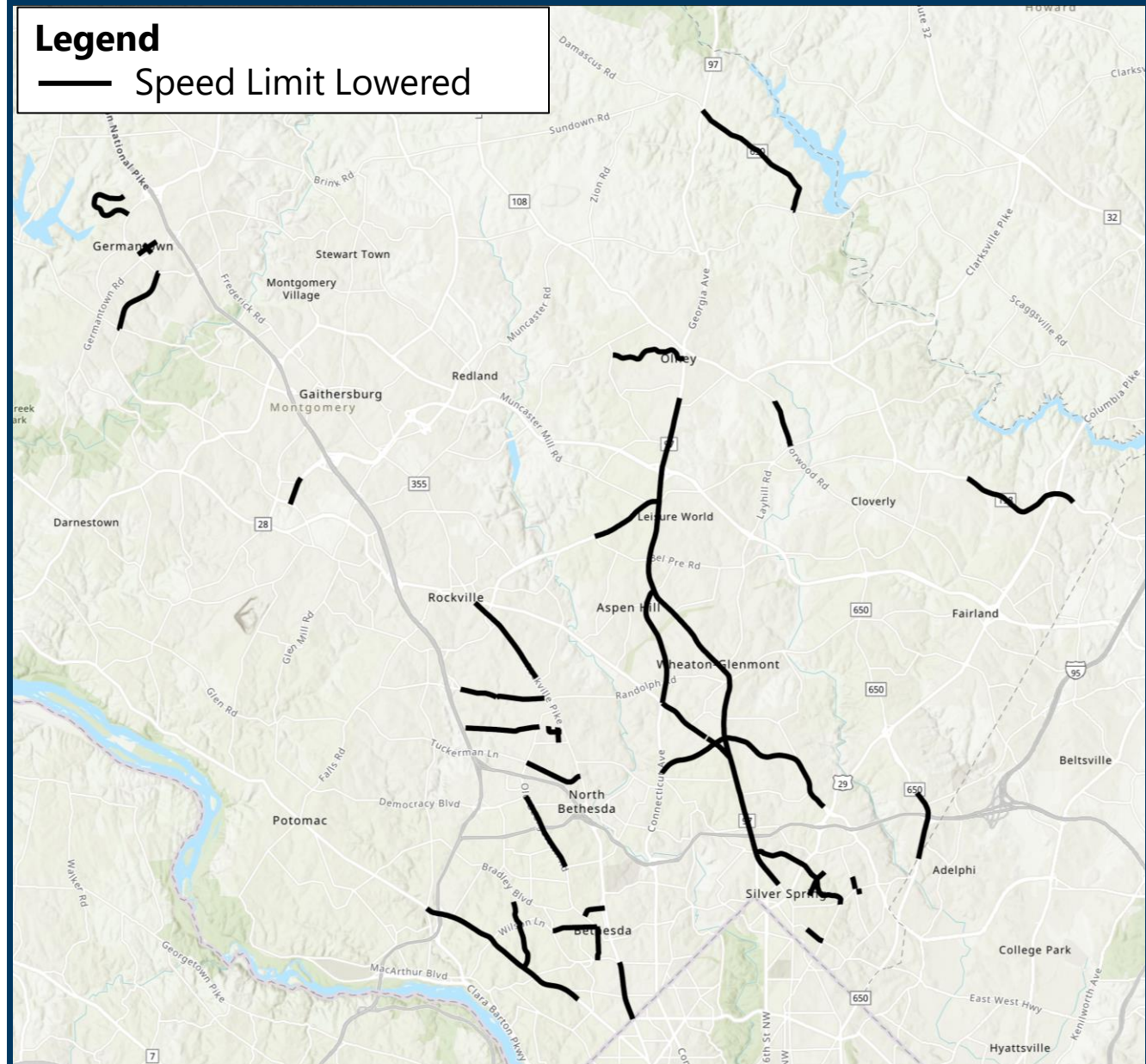
Signal changes at Shady Grove Rd & Briardale Rd with exclusive red turn phasing and backplates to address failure to yield crashes.

Speed Limit Reductions

Matching Posted Speeds to Surrounding Context

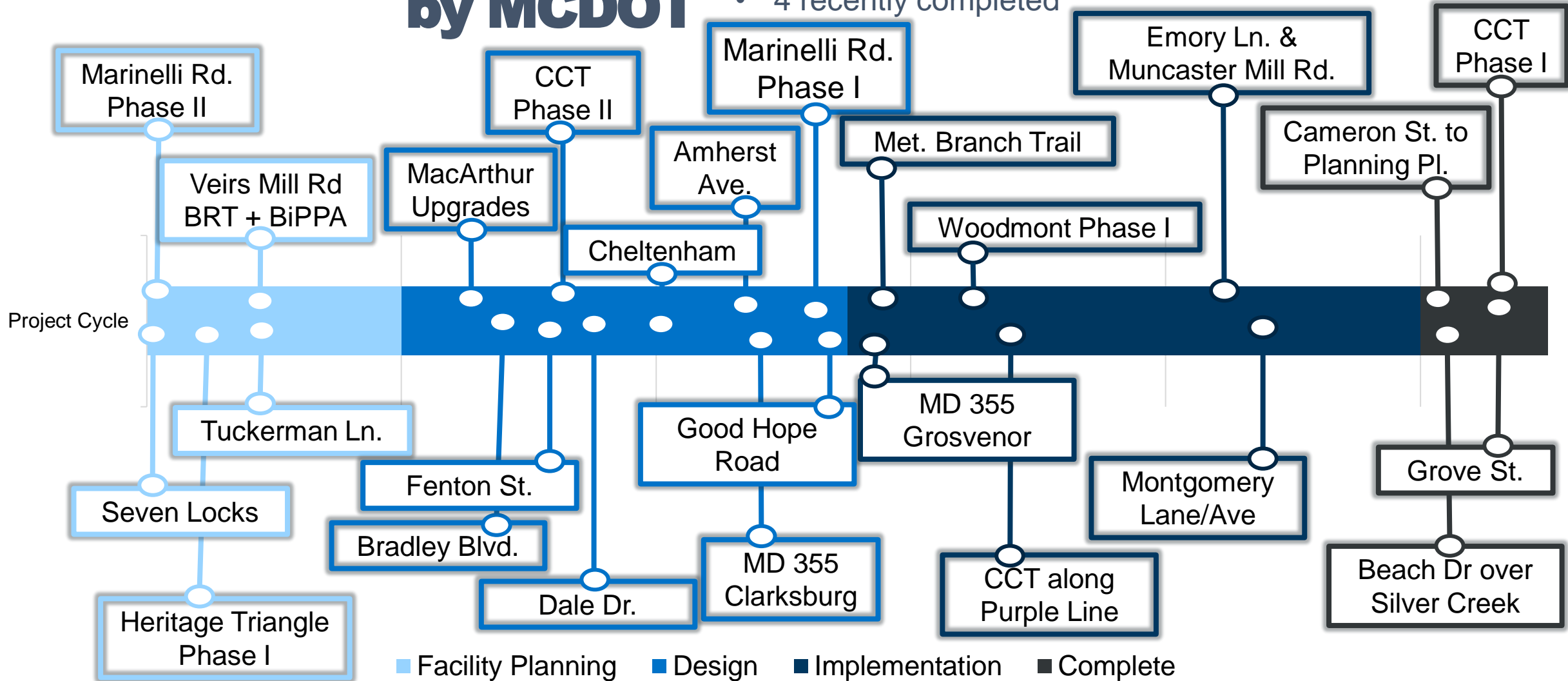
MCDOT and MDOT SHA have lowered posted speed limits across the county to better match the posted speed limit with the surrounding community. Most speed limits lowered by MDOT SHA are along the high injury network.

The speed limit reductions are supported by design changes and law enforcement. Portions of Georgia Ave were narrowed during a repaving project to slow driver speed. Automated speed enforcement has been added to sections of Georgia Ave and Norbeck Rd after travel speeds remained elevated a year after the speed limit change.



Bikeway and Shared Use Path Projects Led by MCDOT

- 15 projects under design
- 6 ready for or under construction
- 4 recently completed



Note: Placement of project does not indicate percent completion, but the current phase of the project.

Sidewalk Installation

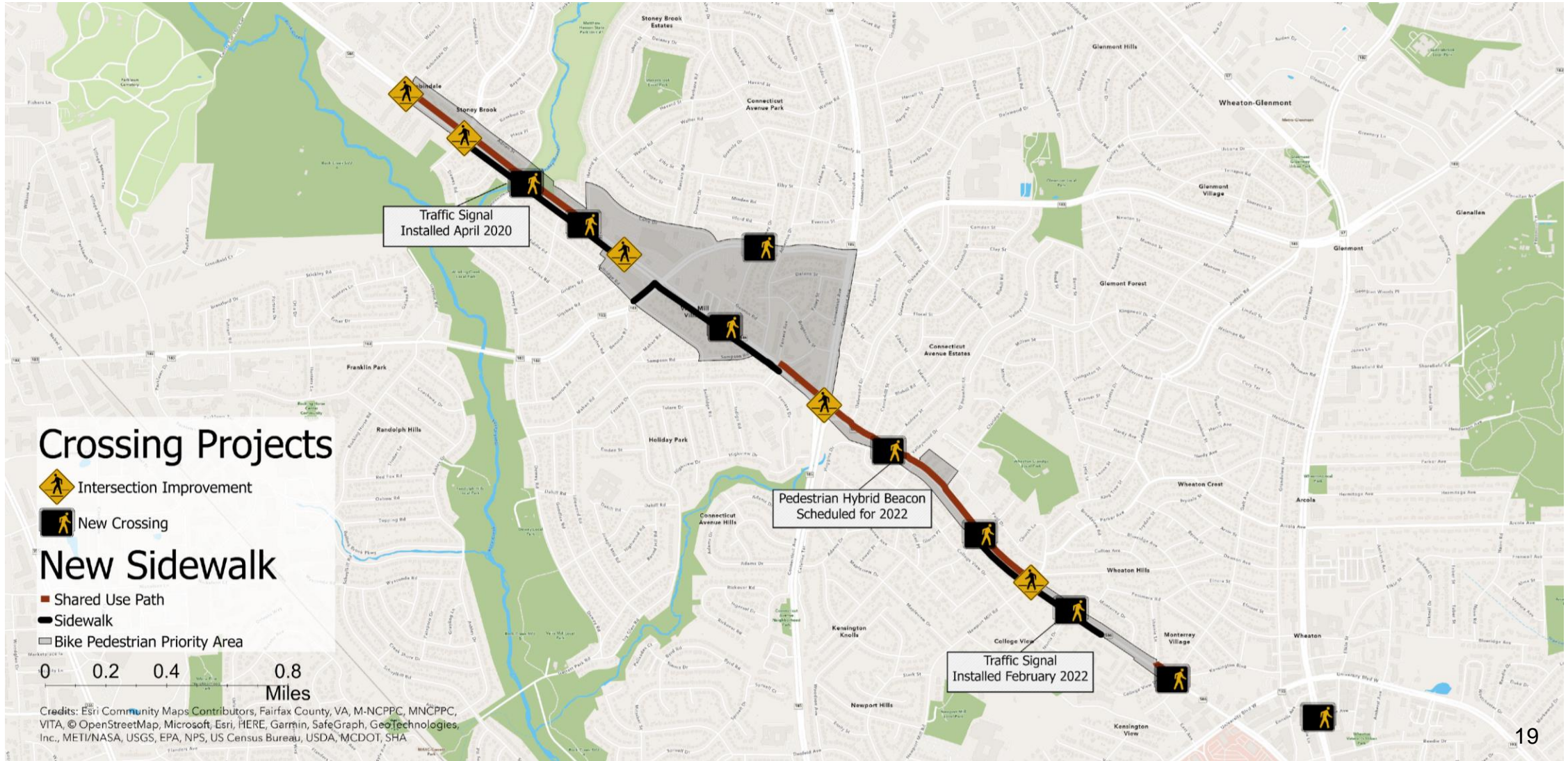
Requests far outpacing ability to supply

- 30,352 linear feet (5.75 miles) of sidewalk were constructed during FY22. Exceeded the 24,000 feet goal for the year.
- Program fills in gaps in neighborhoods and major roads. This year, major sidewalk construction along Oak Drive in Damascus and Rockville Pike in White Flint.
- Under the minor sidewalks program, 200-300 requests are received each year. Current funding allows about 10-15 projects to be completed per year.
- MCDOT was funded this year to complete a one-time study of sidewalk gaps and needs around County public schools.



Advancing BRT & Safety Projects

Combining safety and mobility projects to create multi-modal boulevards



Safety for People with Disabilities

Planning and Designing Streets to be Safer and More Accessible for People with Vision Disabilities

A Toolkit for Montgomery County and the Metropolitan
Washington Region

*First Edition
October 2021*

Contract No. 21-024

Submitted by Toole Design



Safe Road Users

Outreach and Law Enforcement



Community Events

Residents were engaged throughout the year at 90 different events. A broad cross-section of Montgomery County's population had the opportunity to learn more, and ask questions about, pedestrian safety.

400+
at Greenfest



1,000+
at Hometown Holidays



9,000+
at the MC Agricultural Fair



500+
at HalloWheaton



600+
at the Taste of Wheaton



This outreach program educated residents at events, festivals, farmer's markets, and block parties across the county

YOUTH OUTREACH

MCDOT engaged school-age residents to help them understand the importance of traffic safety. MCDOT connected with students through in-person and virtual events and programs, online contests and content.

17 events
reaching nearly
7,000 people



Walktober



Connected with nearly
3,000 students
on Walk to School Day

2,000 commuters at
Metro transit stations
and shopping areas

Held 4 Walking
Wednesday events

- 100+ applications
- 30 Vision Zero Youth Ambassadors chosen to engage in real world traffic safety projects

Vision Zero Youth Ambassadors



- 170 contest entries
...more than four times the number for past contests
- 7,000+ webpage views

Heads Up Phones Down Video Contest

406 views
of Bus Safety Tips on YouTube channel
[youtube.com/watch?v=PaN0cXZWYA](https://www.youtube.com/watch?v=PaN0cXZWYA)



Bus Safety Week 2021

10 Bike Rodeos
reaching 300+ kids!



Bike Rodeo Tour



- Received 700+ contest entries
- Visited 17 schools
- Nearly 6,000 webpage views

2nd Annual Art Contest

ADULT OUTREACH

MCDOT engaged with adults in the community through in person events, providing education about specific areas throughout the county, and mitigation strategies to help curb unsafe behaviors and ultimately decrease traffic incidents.

Engaged with
1,000 shoppers
Street Smart
Testimonial Wall



Mailer sent to
4,000 homes
HIN Outreach



200 registered
to attend The Ped Safety pit stop
Bike to Work Day



250 resident interactions
2 events
HAWK Outreach

Central Traffic Unit (CTU)

CTU started 7/4/21 to focus resources on areas of need while having some capacity for responding to community complaints.



Distracted Driving



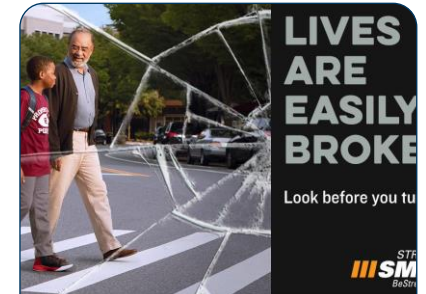
Seatbelt Use



Impairment



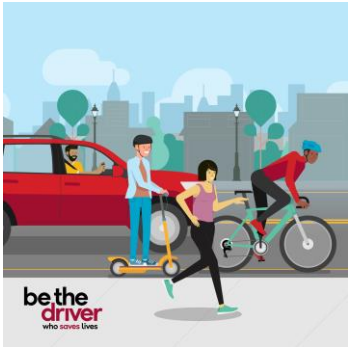
Speeding



Pedestrian Safety



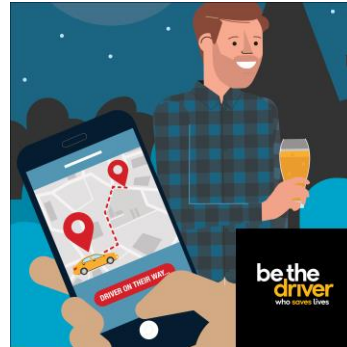
Purposeful, Evidence-Based Policing Practices



Driver Yielding to Non-Motorists

Targeted Driver Enforcement at Crosswalks

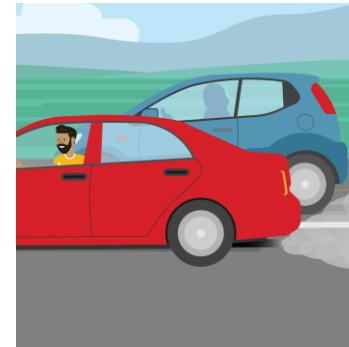
↑ Increased Driver Yield Rates



Impaired Driving

Publicized Sobriety Checkpoints

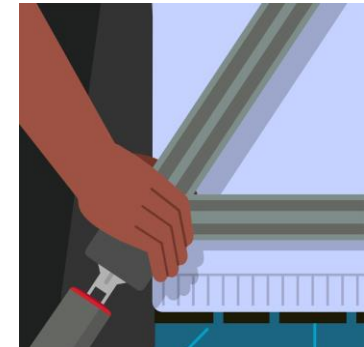
↓ 17% Decrease Alcohol-Related Crashes



Speeding

Automated Speed Enforcement

↓ 19% Reduction in Severe Collisions



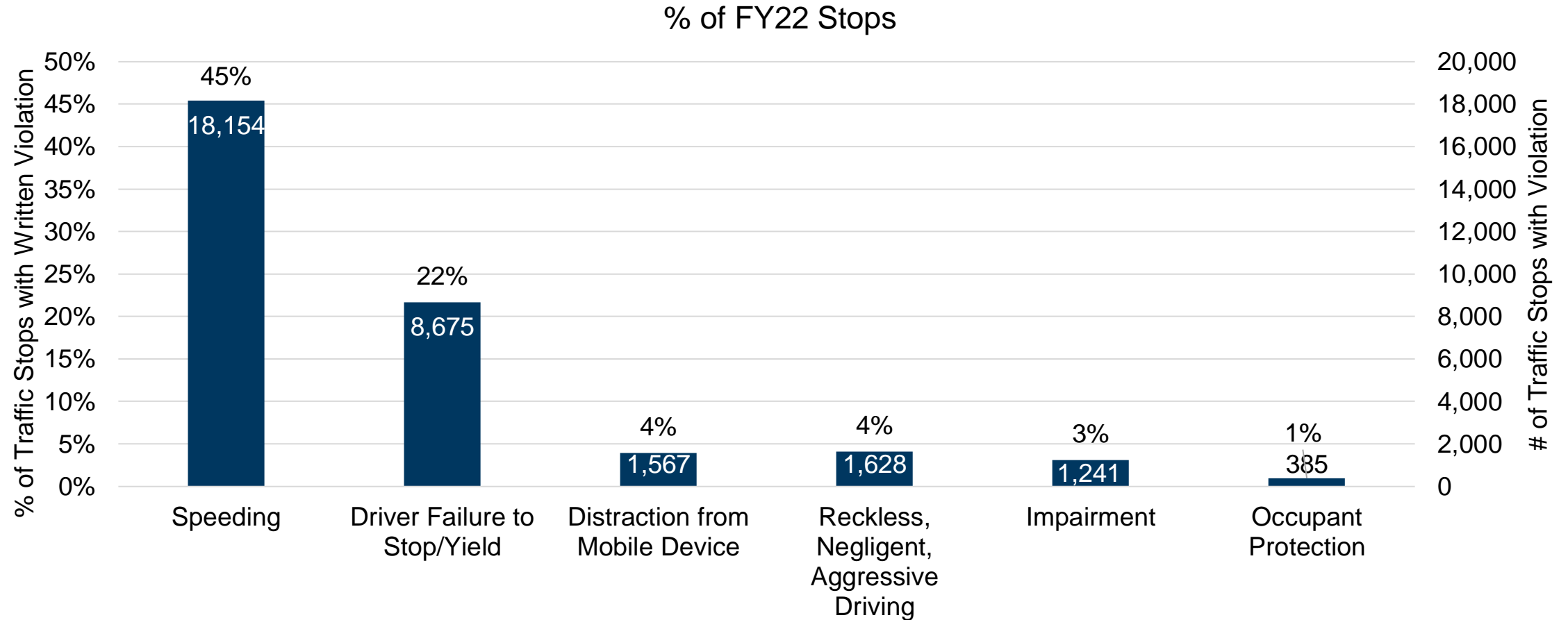
Unrestrained Occupants

Short Term, High-Visibility Seat Belt Law Enforcement

↑ 16% Increase in Seatbelt Use

Focused Enforcement Efforts

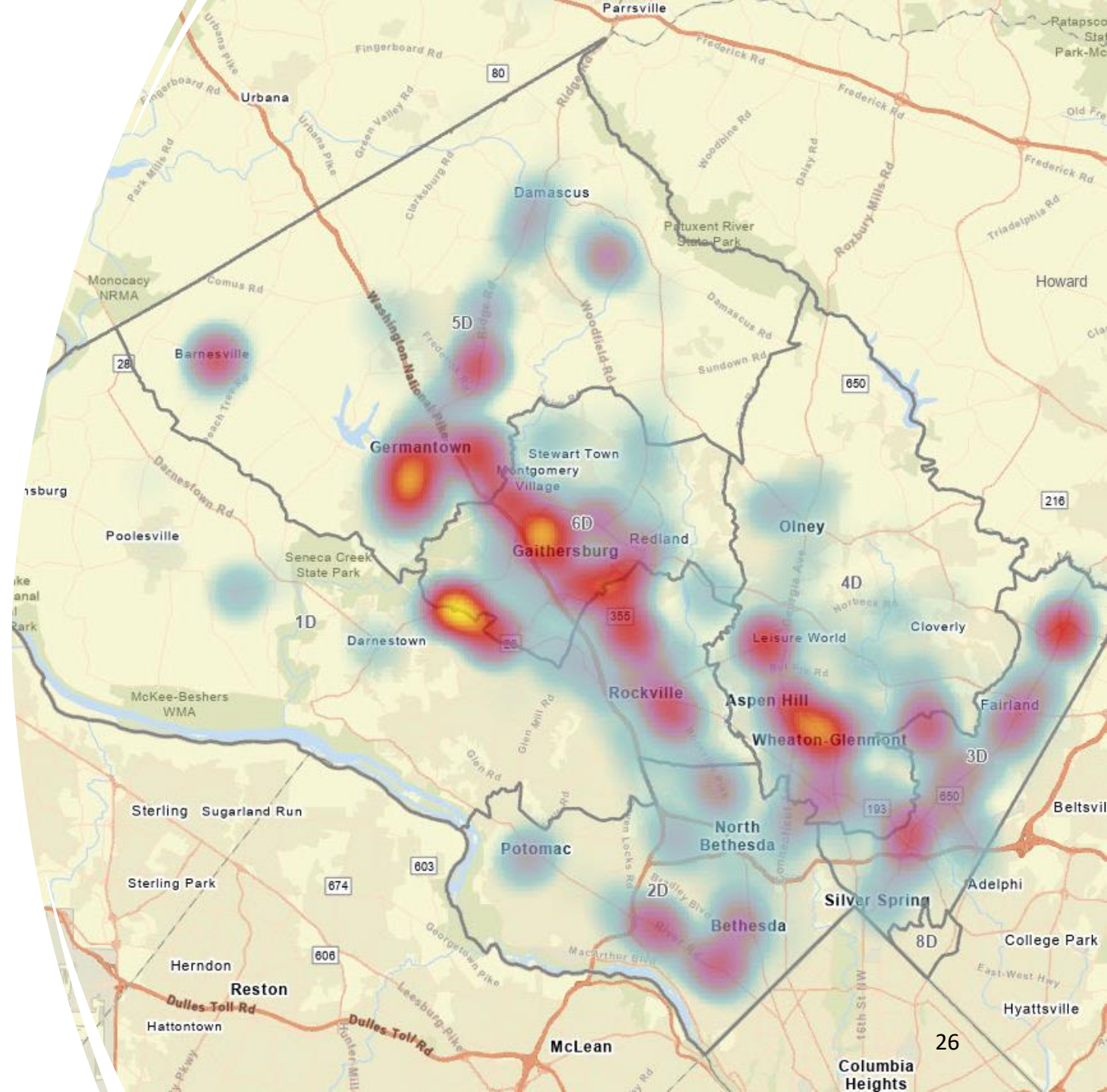
45% of 40,214 stops by MCPD officers in FY22 involved a warning or citation for speeding. 57% of all violations were issued as warnings.



NOTE: A traffic stop can have multiple violations. In FY22, MCPD wrote 1.8 violations per traffic stop.

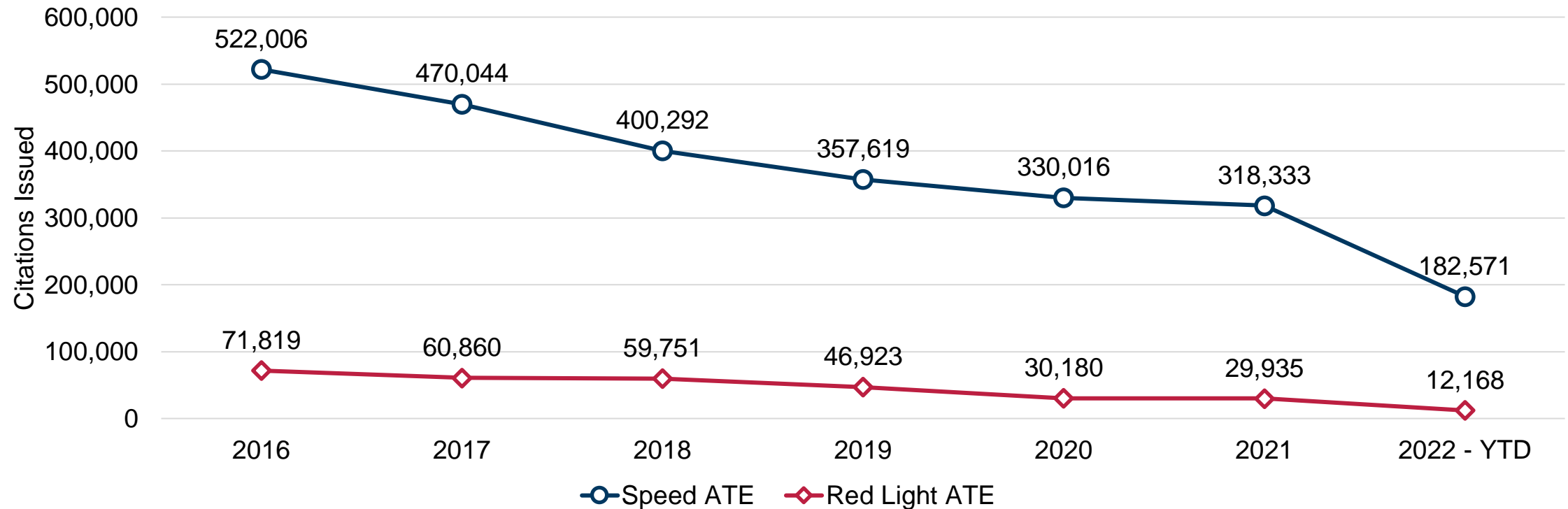
FY22 CTU Stops Hotspots

CTU focused on speeding along arterials based on crash risk.



Automated Speed and Red Light Enforcement

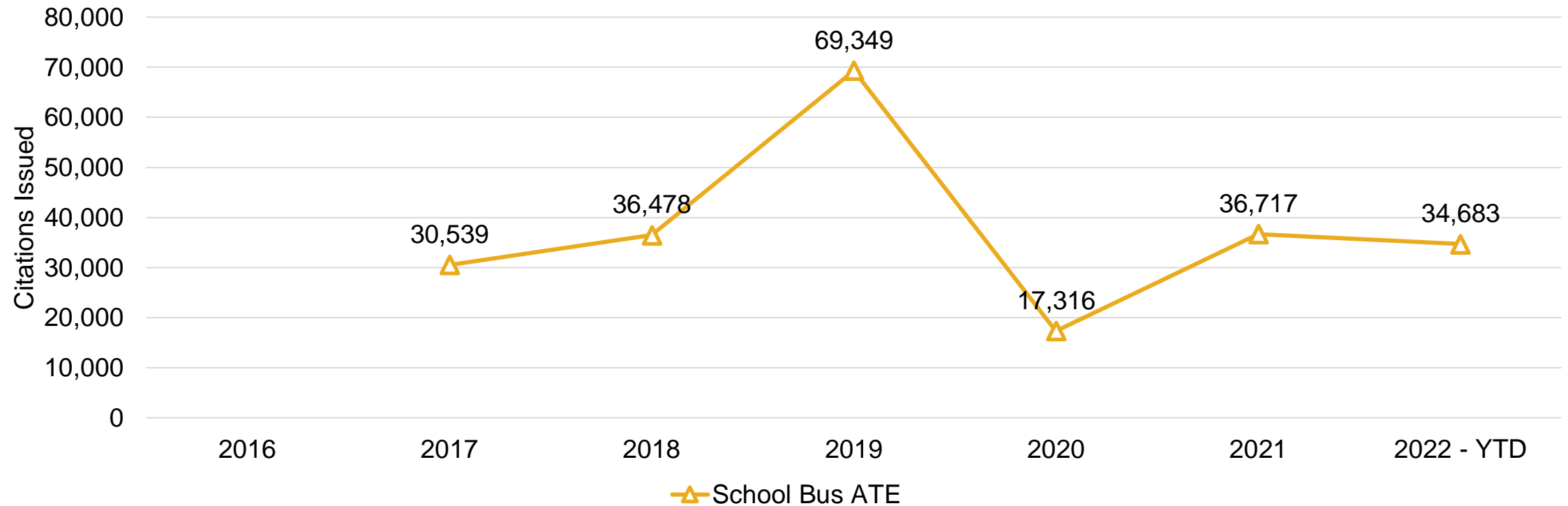
Expansion of Sites and Cameras with New Contract



MCPD executed a new automated enforcement contract on March 31, 2022. The new contract will not disrupt current operations and will allow the number of cameras to expand by 10 speed and 5 red light cameras a year for the life of the 5-year contract.

Automated Stopped Bus Enforcement

All MCPS buses equipped with safety cameras starting in 2019



Automated enforcement for illegally passing a stopped school bus was implemented for the 2016-2017 school year. Between 2016 and 2019, MCPS equipped all school buses with cameras, leading to year-over-year increases. School closures in 2020 due to the COVID-19 pandemic resulted in fewer citations.



THANK YOU!



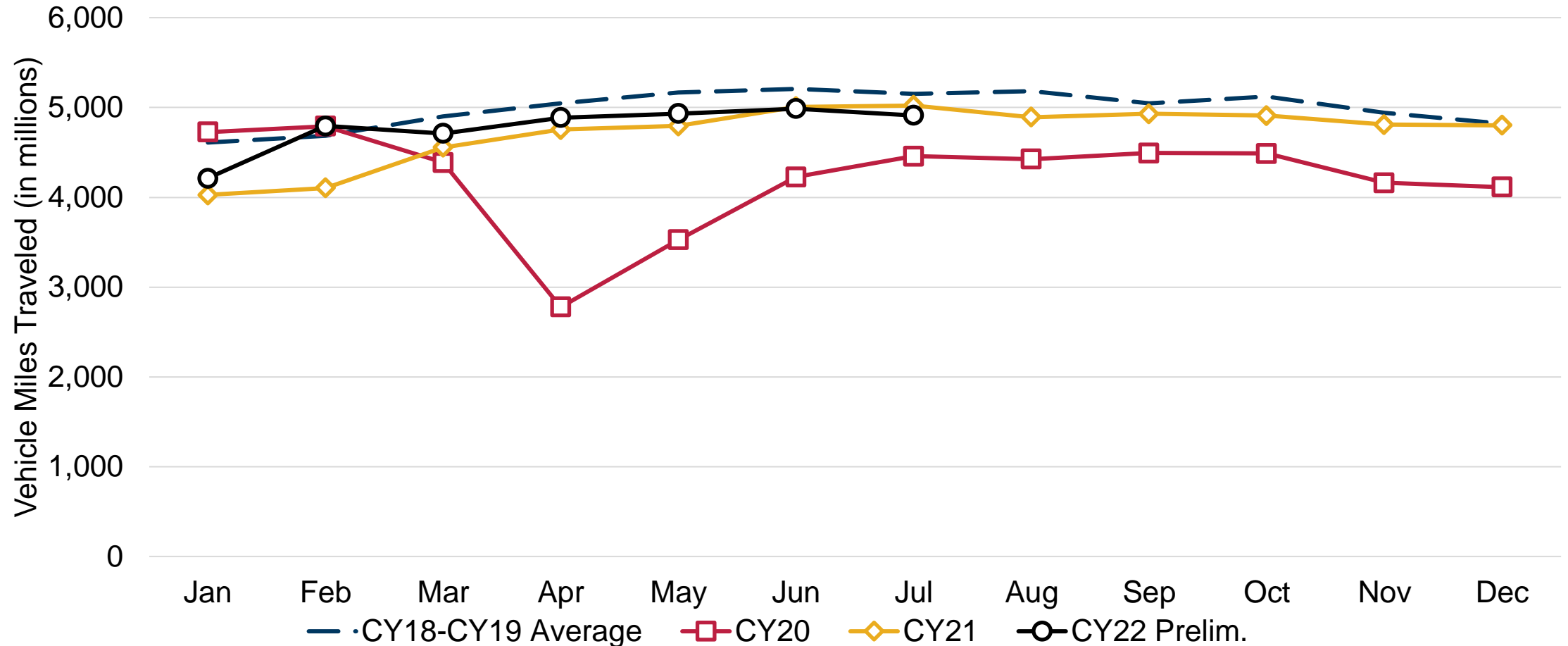
Appendix: Additional Crash Data

Preliminary 2022 Crash and
Traffic Volume Data



Maryland Traffic Volume

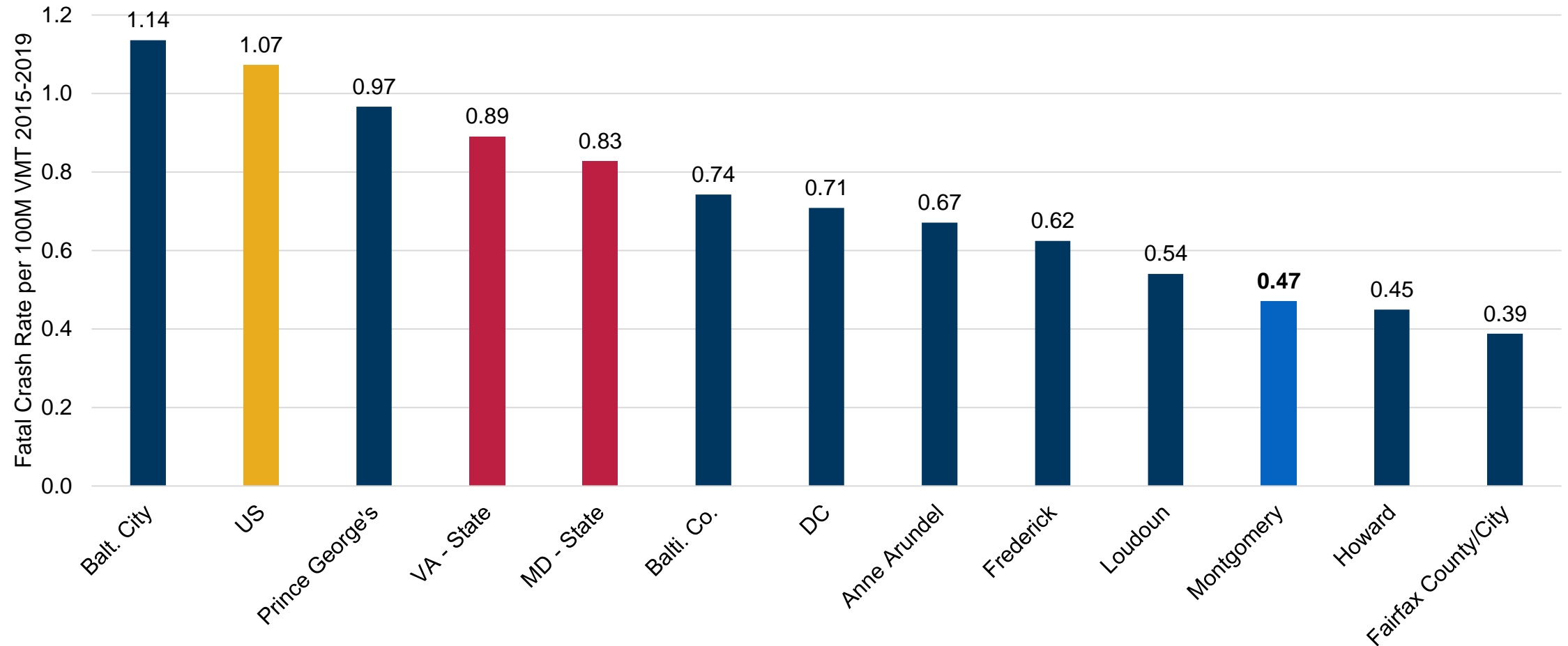
2022 through July is 4% below 2019 levels.



NOTE: This chart displays estimated monthly Vehicle Miles of Travel compared with the previous year based on data collected at approximately 51 continuous count stations throughout the State of Maryland. 31

Fatal Crash Benchmark

Compared to 9 peer cities and counties, Montgomery County had the 3rd lowest fatal crash rate.



Preliminary 2022 Jan – Aug Crash Totals

<u>ALL CRASHES</u>	2022 Jan-Aug	2021 Jan-Aug	% Change from 2021 Jan-Aug	2016 – 2019 Jan-Aug Avg.	% Change from 2016-2019 Avg.
Cyclists	77	84	-8%	89	-13%
Drivers / Passengers	5,874	5,383	+9%	7,241	-19%
Pedestrians	285	178	+60%	292	-2%
TOTAL	6,236	5,645	+10%	7,622	-18%

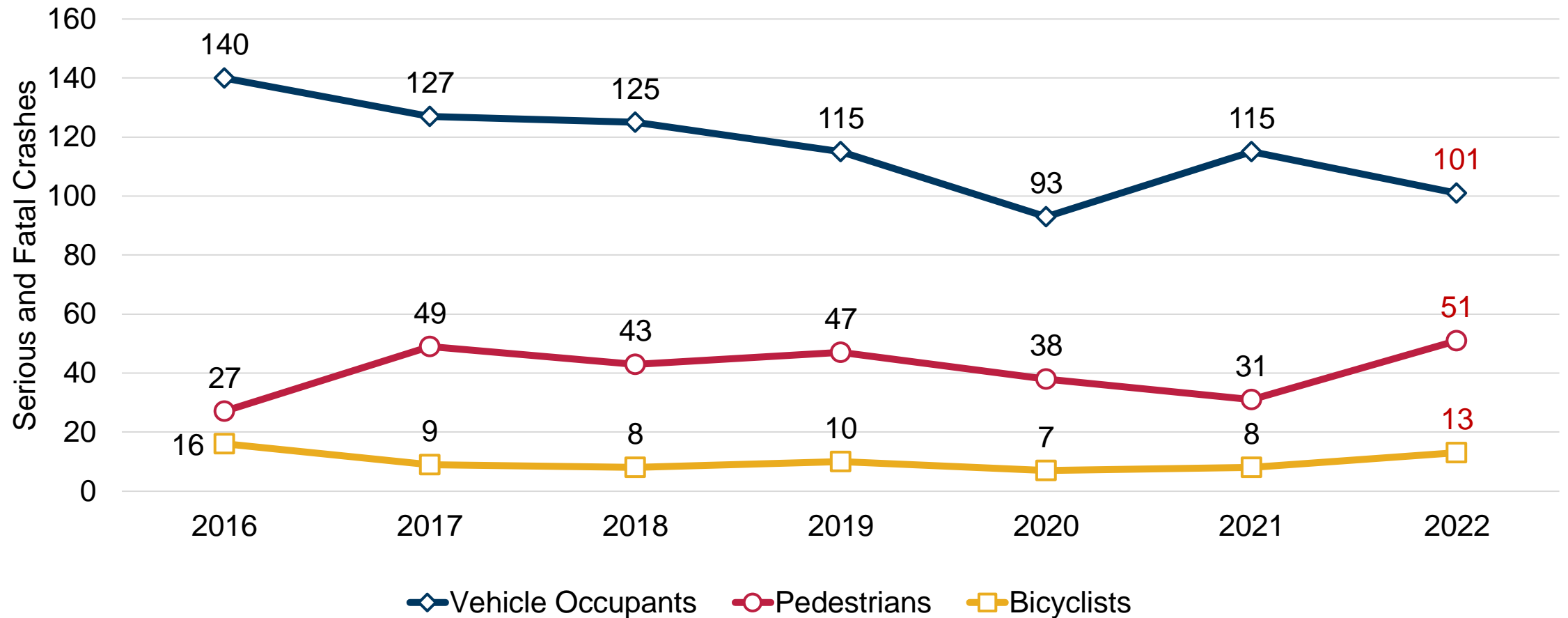
<u>FATAL CRASHES</u>	2022 Jan-Aug	2021 Jan-Aug	% Change from 2021 Jan-Aug	2016 – 2019 Jan-Aug Avg.	% Change from 2016-2019 Avg.
Cyclists	3	0	--	1	+200%
Drivers / Passengers	18	14	+29%	9	+100%
Pedestrians	7	4	+75%	6	+17%
TOTAL	28	18	+56%	16	+75%

NOTES:

- **Red Text** = The number is preliminary and subject to change. Data as of 9/8/22.
- Includes reports from MCPD, RCPD, GCPD, M-NCPPC Police, and TPPD.

Serious and Fatal Crashes

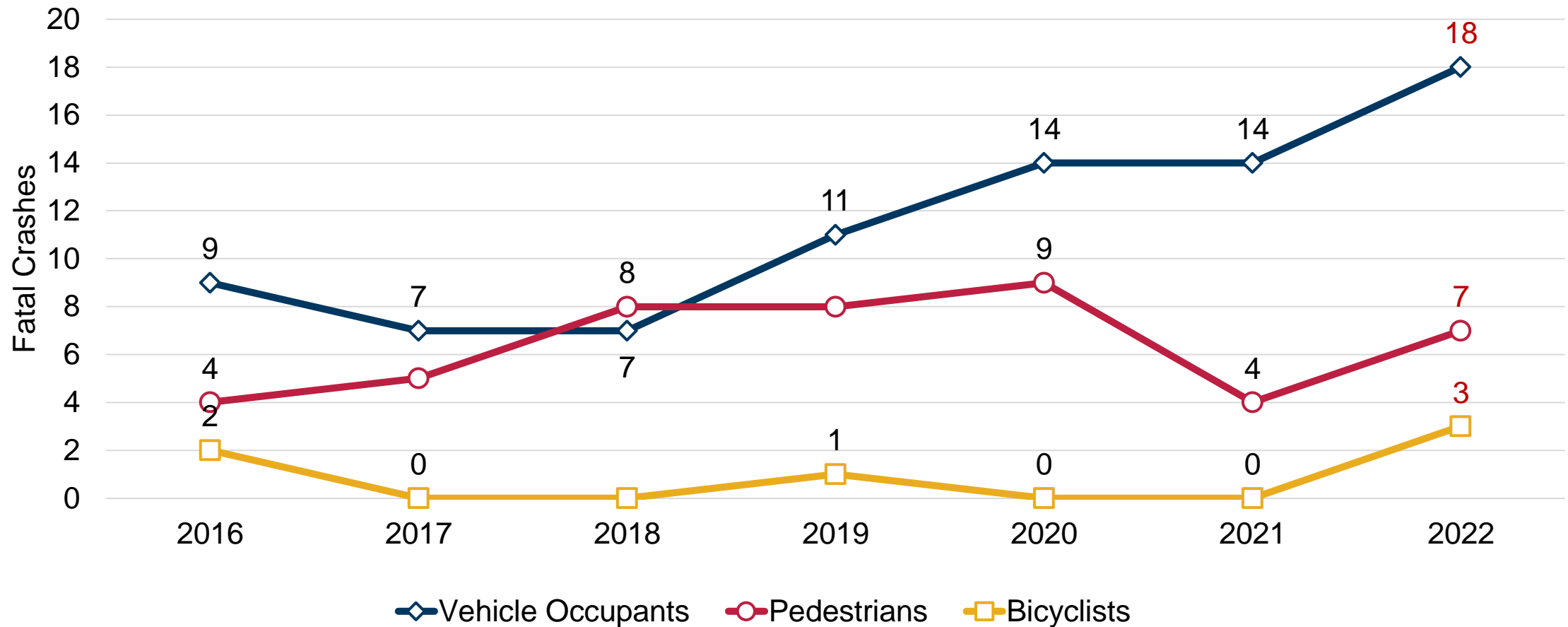
Comparing **January 1 – August 31** for each year



Source: MCPD. Includes MCPD, RPD, TPPD, GPD, and M-NCPPC MC reports. Data retrieved 09/08/22. Includes crashes where at least one party suffered serious or fatal injuries. **2022 data are preliminary.**

Fatal Crashes

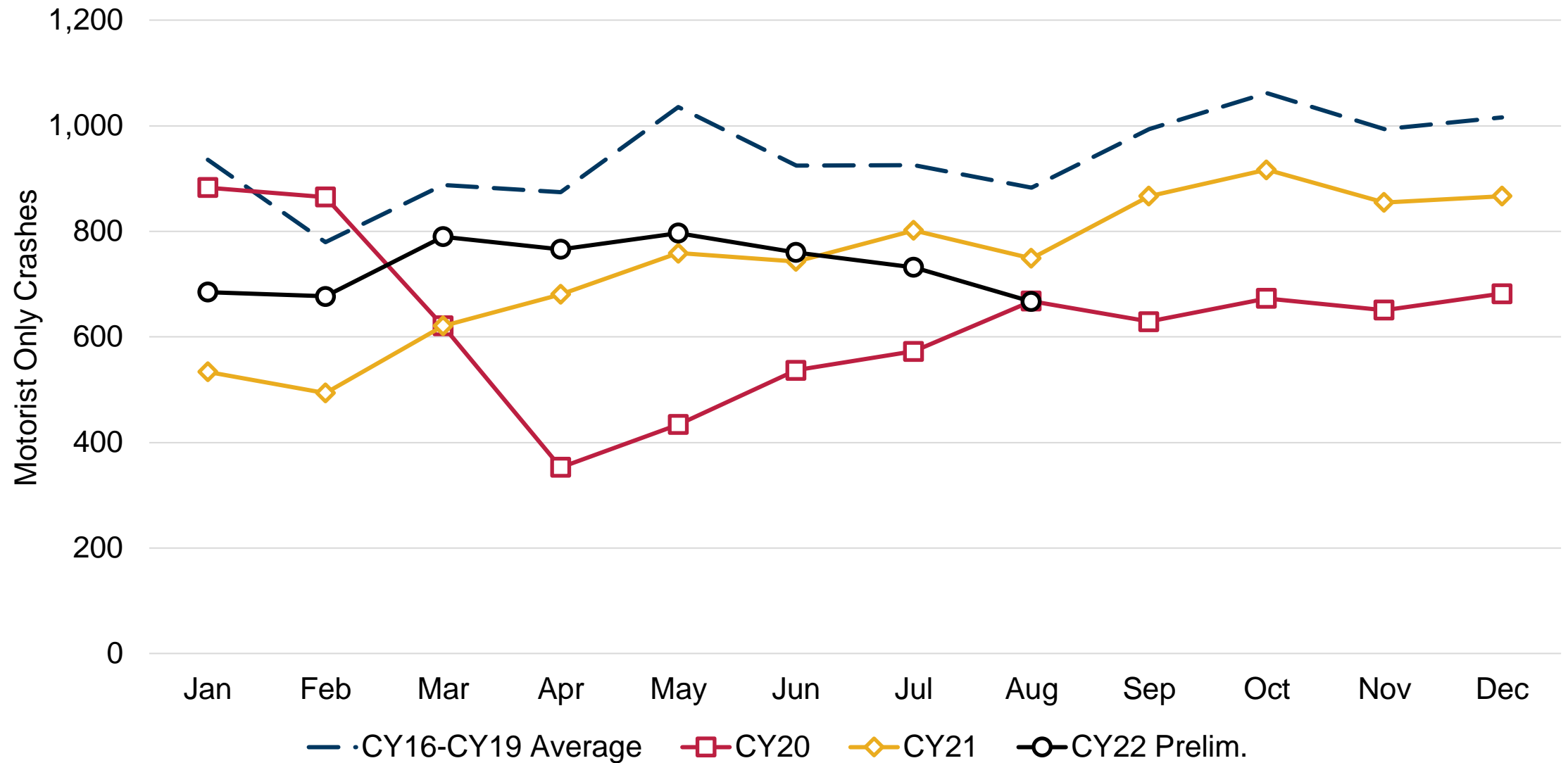
Comparing **January 1 – August 31** for each year



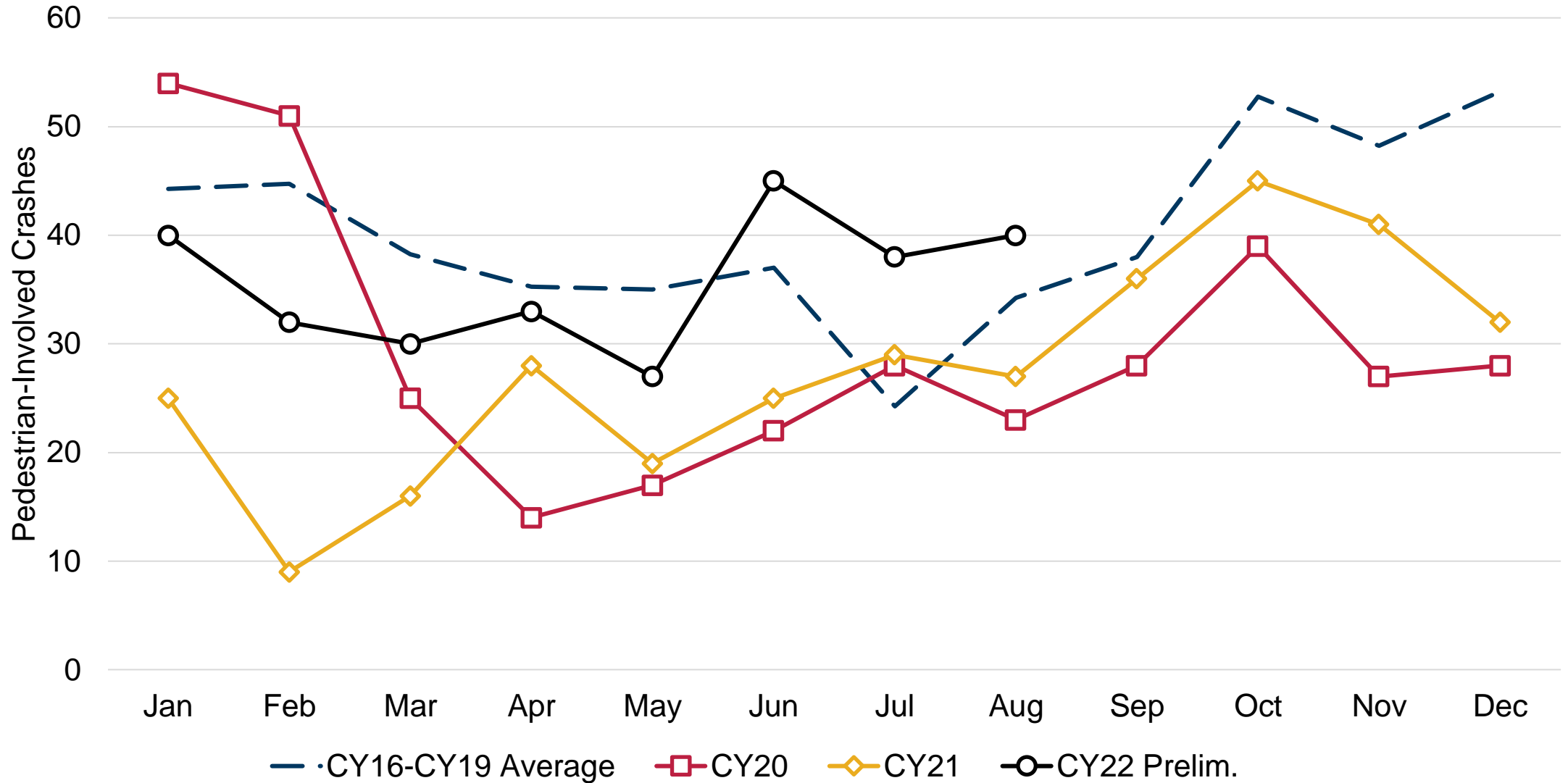
Source: MCPD CRU. Data retrieved 09/08/22.

Includes crashes where at least one party suffered fatal injuries. **2022 data are preliminary.**

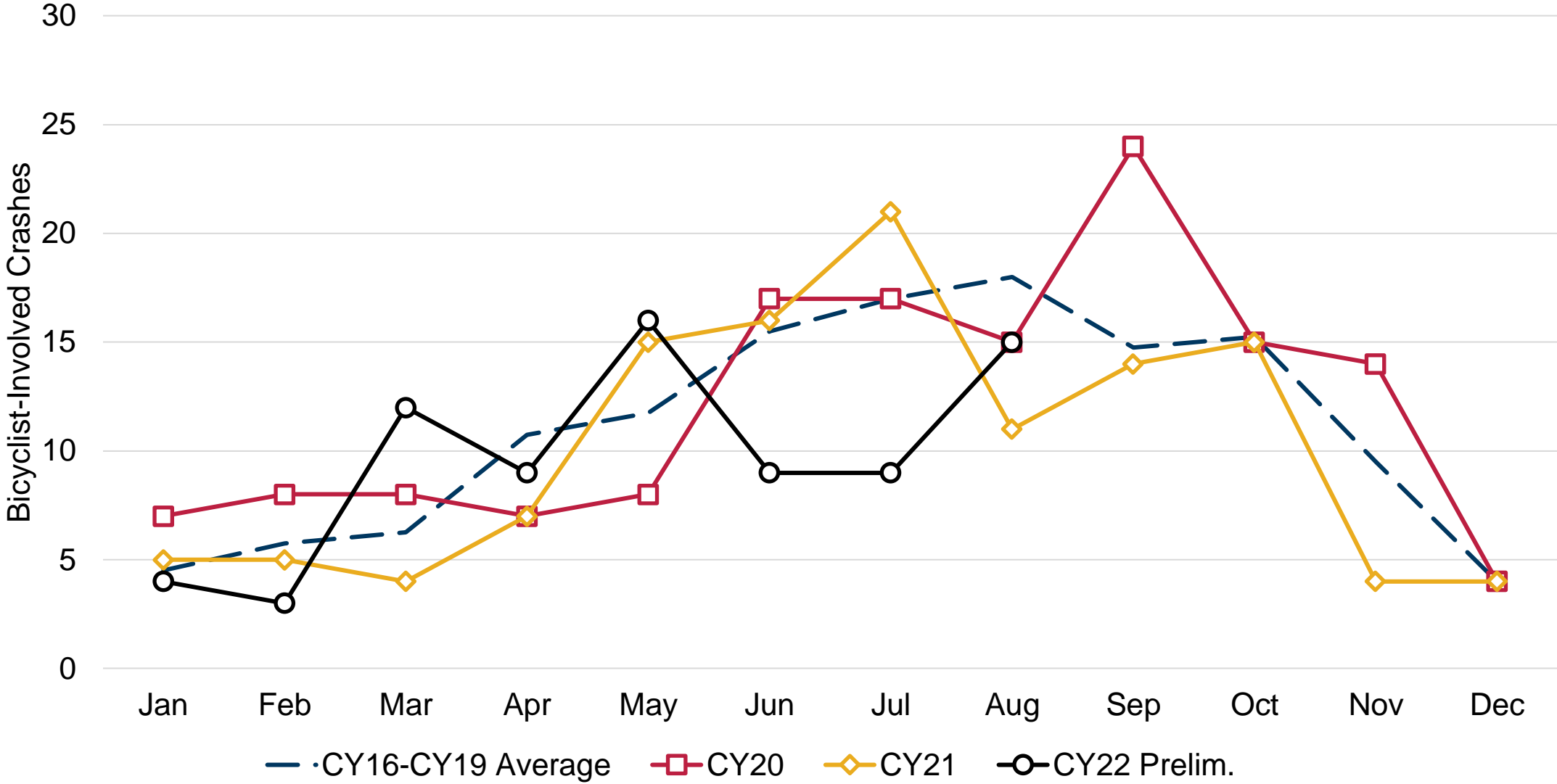
Motorist Only Collisions by Month



Pedestrian Collisions by Month

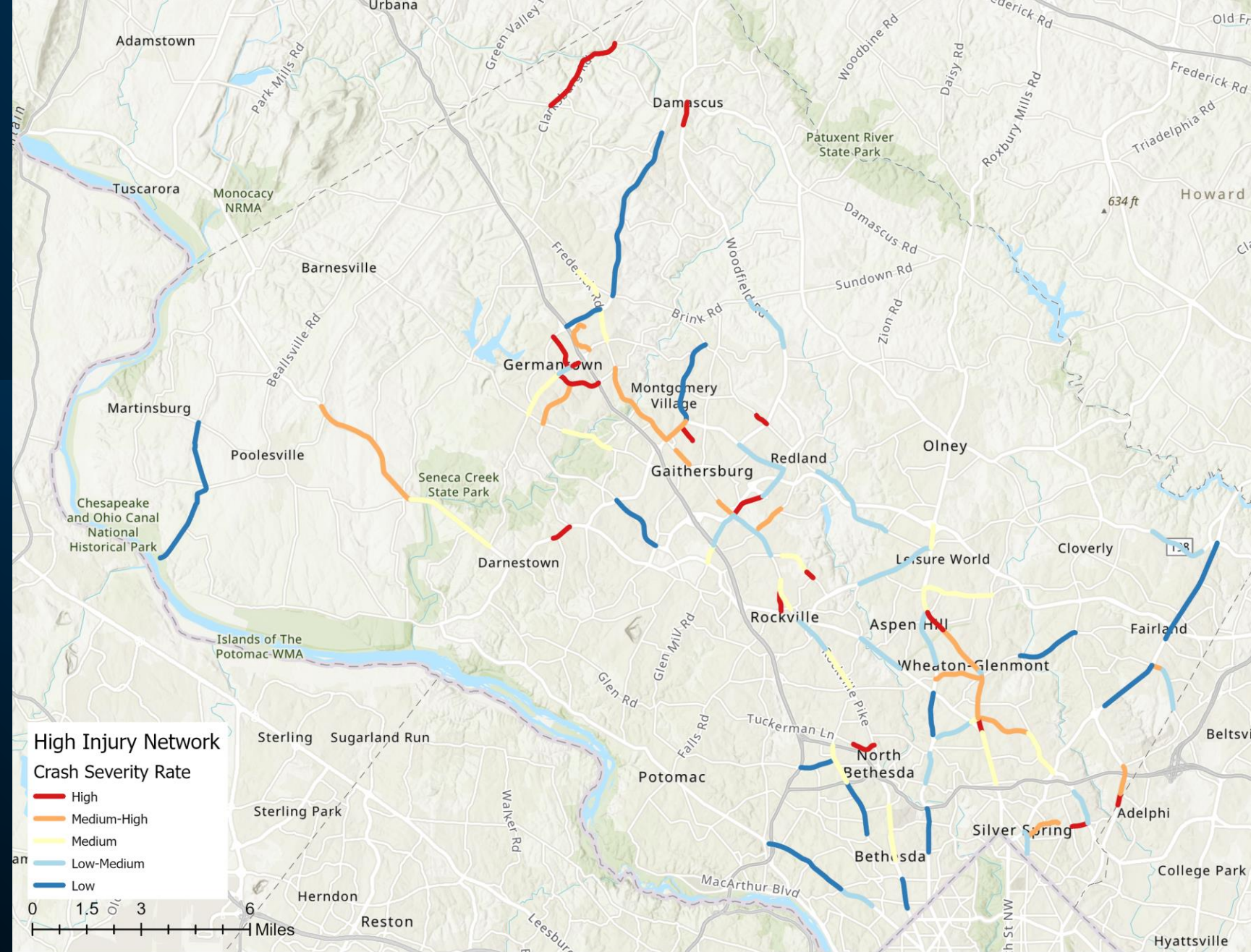


Bicyclist Collisions by Month



HIN roadways account for 40% of serious and fatal injury crashes, 3% of road network.

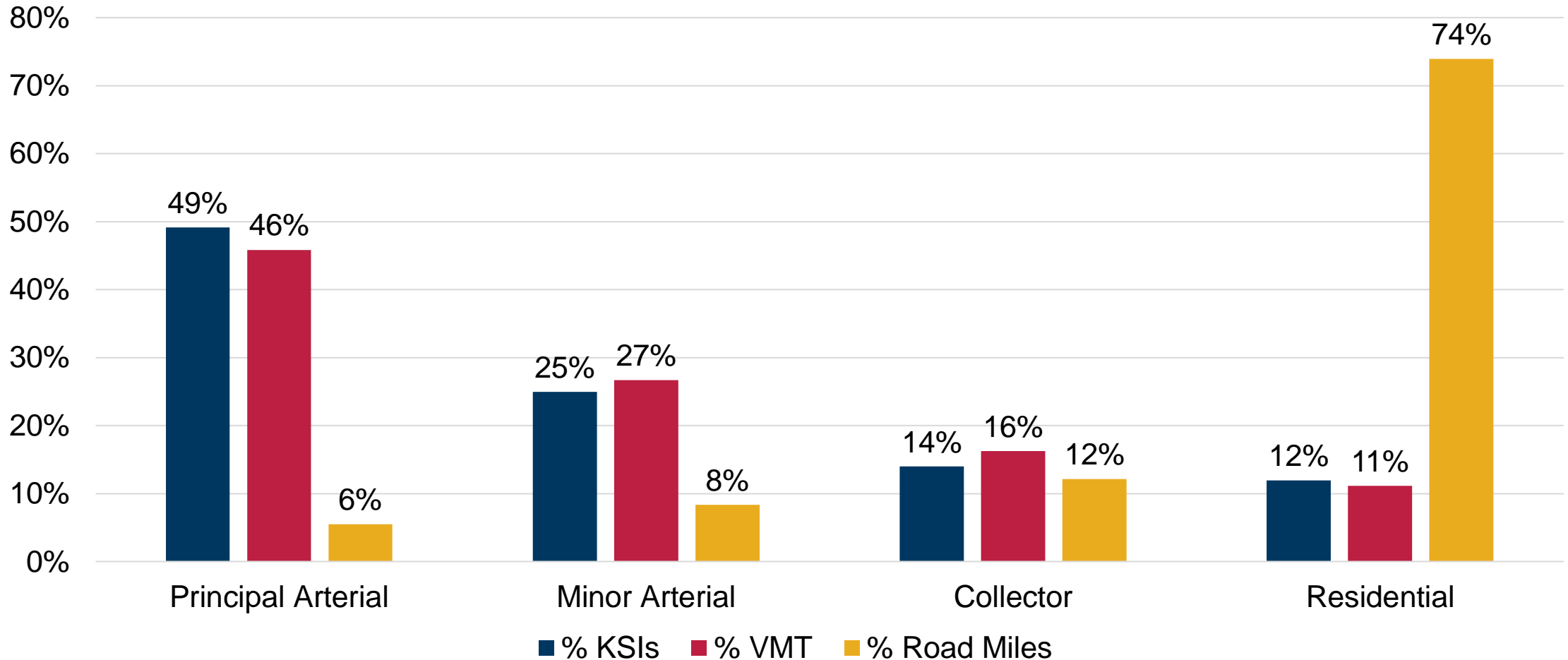
High Injury Network

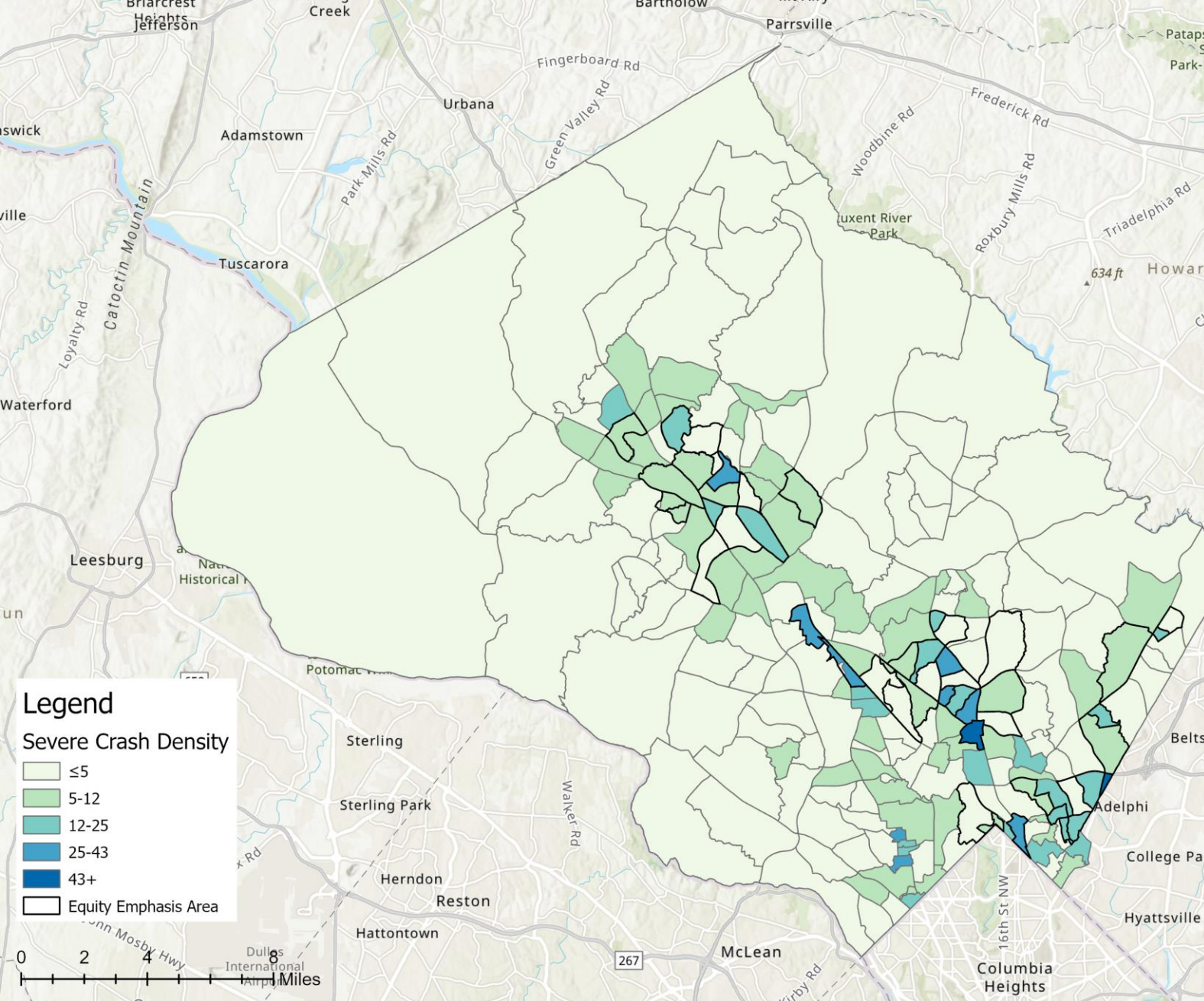


High Injury Network

Serious and Fatal Crashes by Road Classification

Arterials were 14% of road miles, 73% of non-interstate VMT, and 74% of severe crashes.





Serious and Fatal Crashes in Equity Emphasis Areas

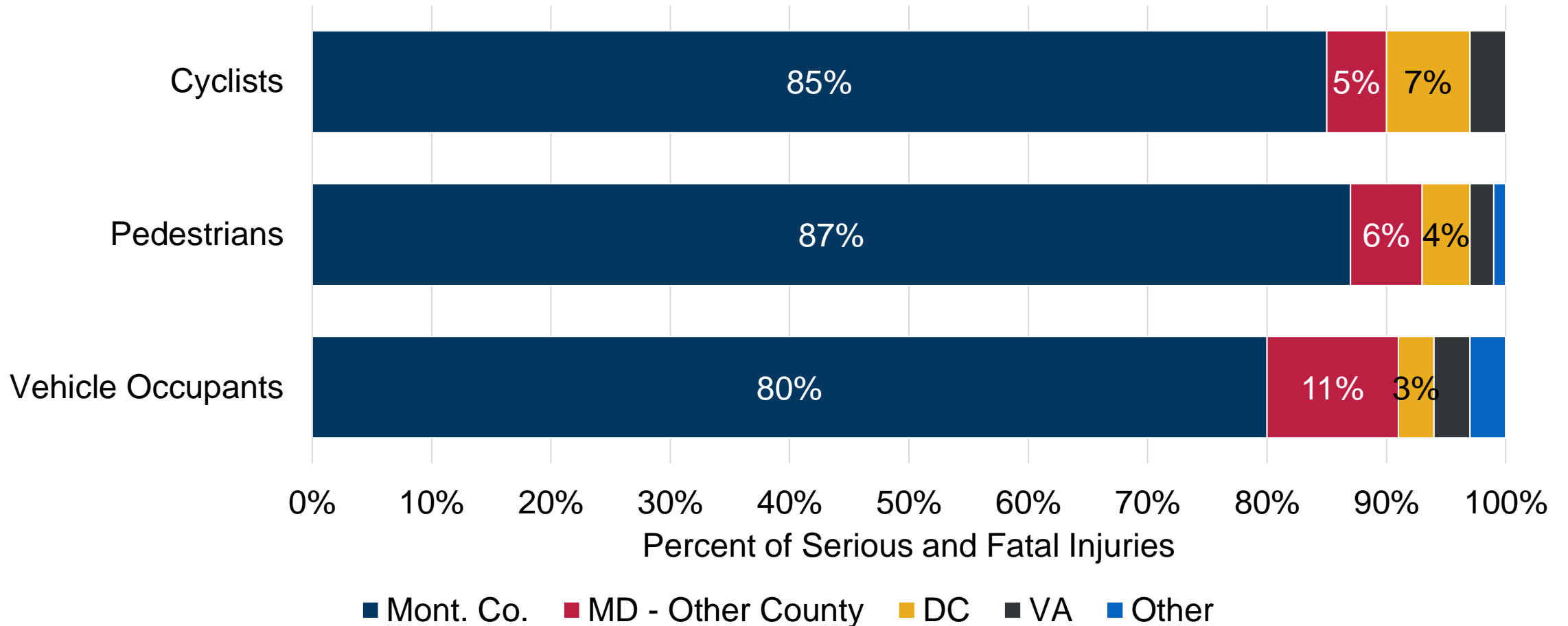
EEAs represent 7% of land, 14% of roadway mileage, 25% of the population, and 30% of serious and fatal roadway crashes.

Severe Crash Density

Esri, NASA, NGA, USGS, City of Gaithersburg, HERE, Garmin, SafeGraph, MET

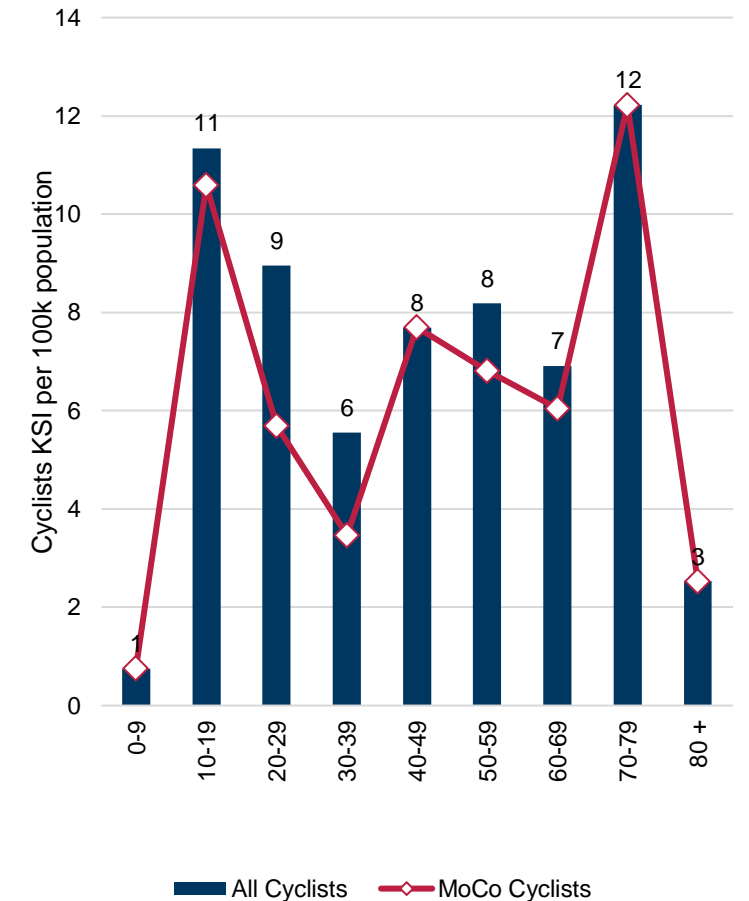
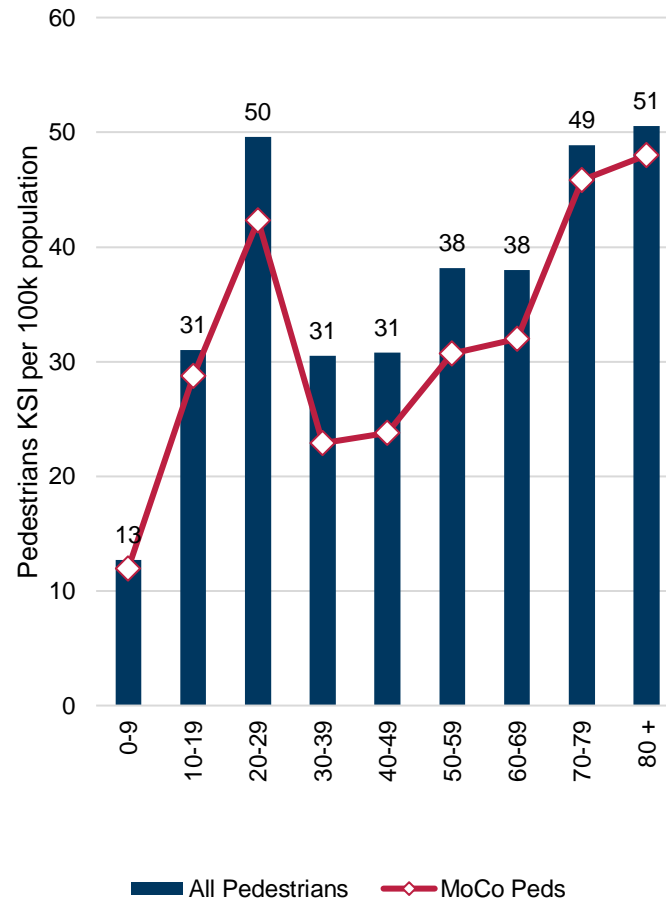
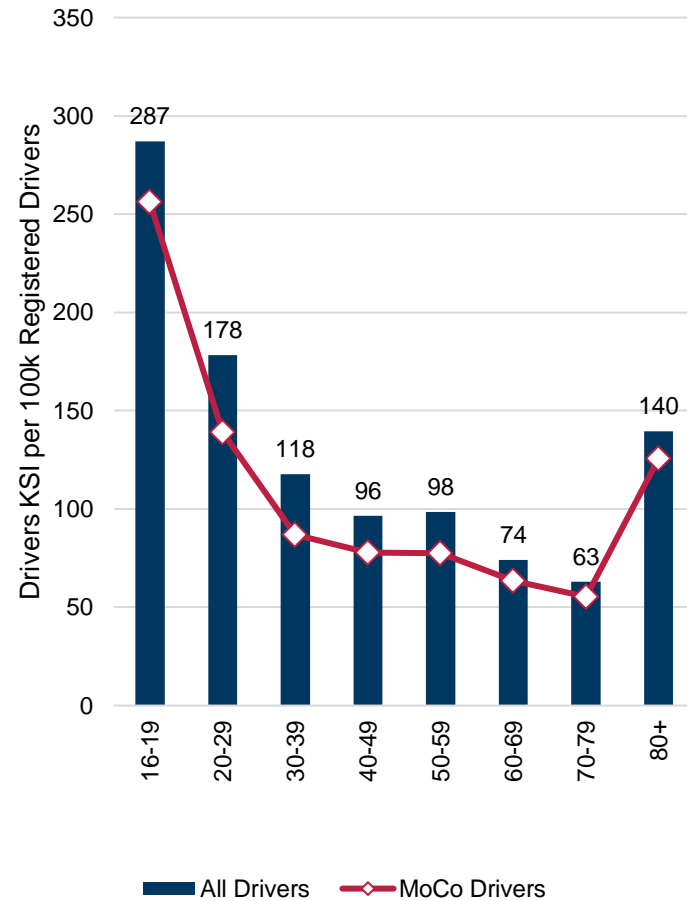
Residency of Person Seriously Injured or Killed in Motor Vehicle Crash

82% were Montgomery County residents.



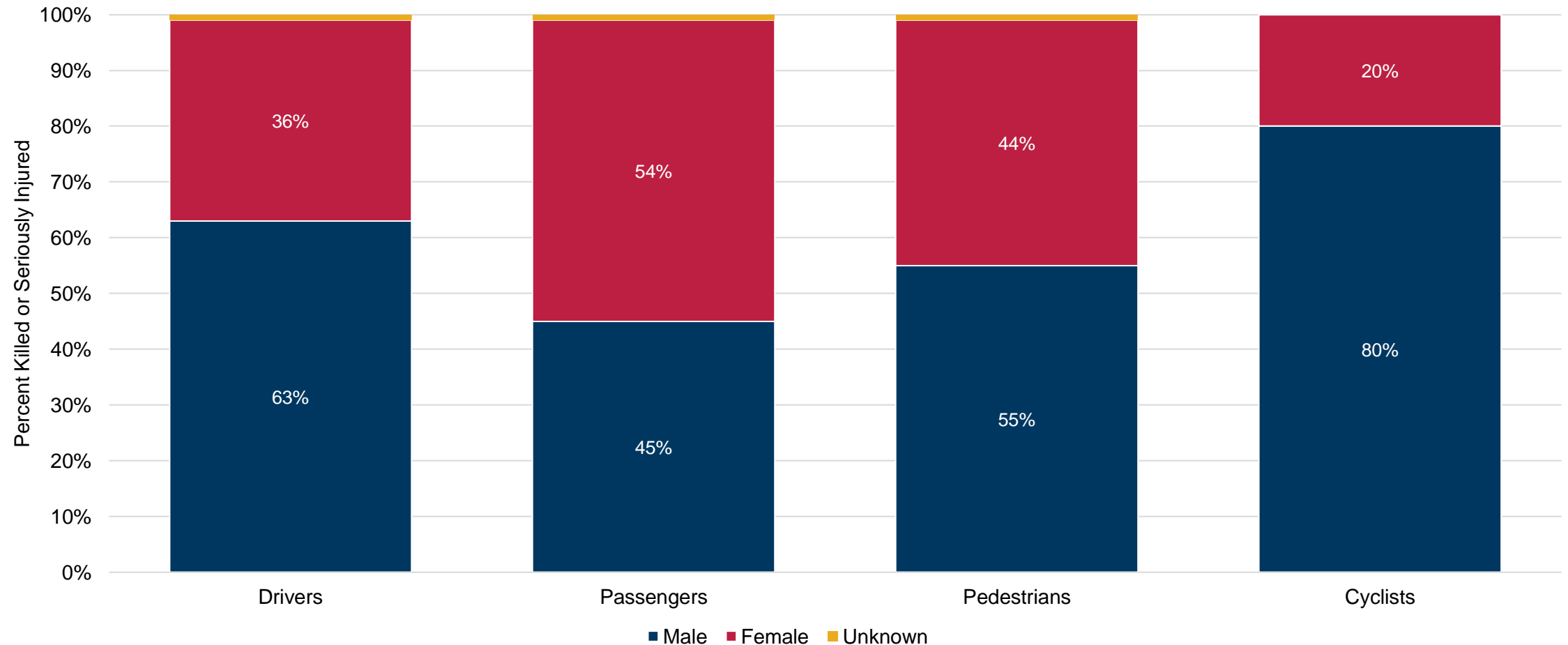
Age and Serious/Fatal Injury

Youngest and oldest residents at most risk for serious and fatal injuries.



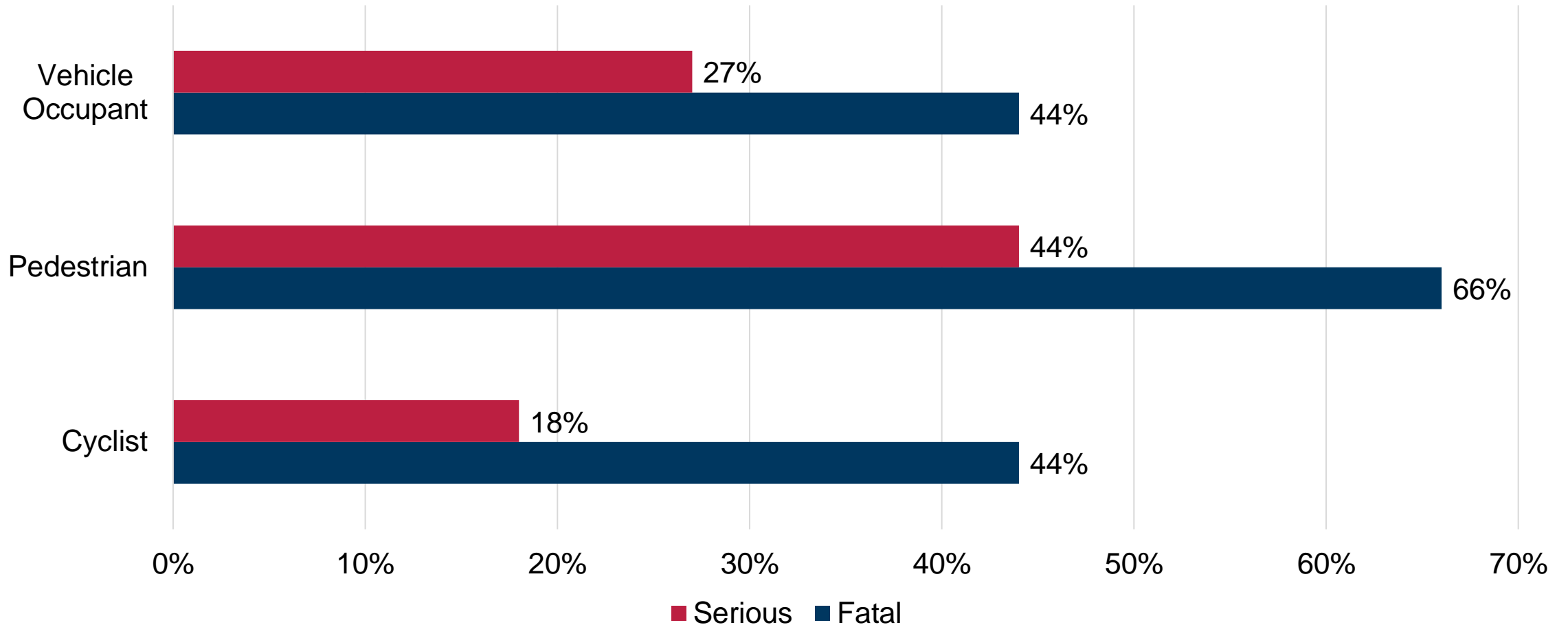
Sex of Person Seriously Injured or Killed in Motor Vehicle Crash

Males were the majority (62%) of those seriously injured or killed.



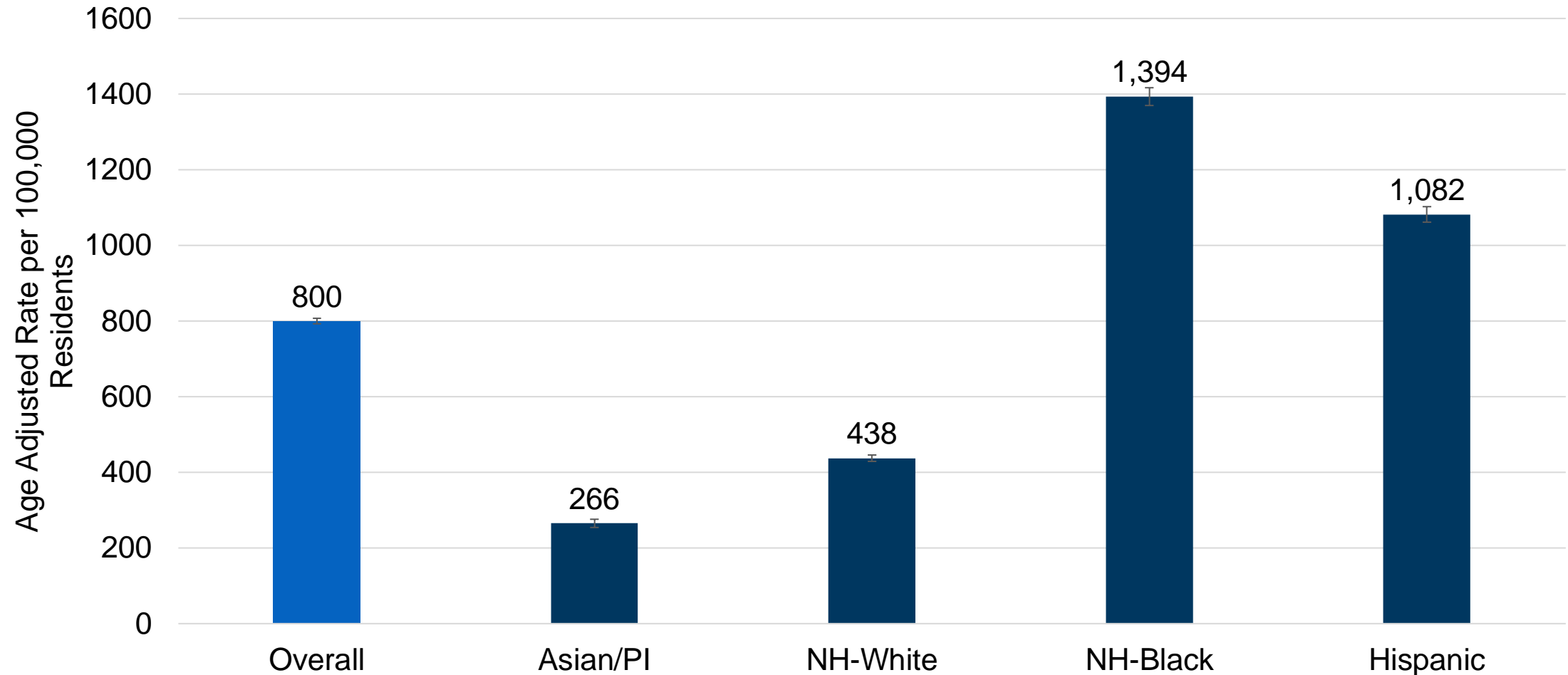
Serious/Fatal Crashes Between Dusk and Dawn

66% of fatal pedestrian crashes occurred at night.



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

Black and African American Montgomery County residents had an emergency room admission rate for motor vehicle crashes 136% higher than Asian/Pacific Islander residents and 104% higher than White, Non-Hispanic residents.



Impairment-Related Fatal Crashes

Significant increase in 2020 with return to “normal” in 2021.

