



# Vision Zero

## MISSION STATEMENT

Through the use of data-informed and equitable approaches, Montgomery County will systematically update the roadway network and build a culture of safety through purposeful education and enforcement campaigns to eliminate serious and fatal collisions from Montgomery County roadways by 2030.

## LINKAGE TO COUNTY RESULT AREAS

- **Safe Neighborhoods**
- **Easier Commutes**

## PROGRAM CONTACTS

Contact Wade Holland, Vision Zero Coordinator at 240.777.2623; Michael Paylor of the Department of Transportation at 240.777.2190; Capt. Brian Dillman of the Department of Police at 240.773.6600; Neil Greenberger of the Public Information Office at 240.777.6532; or Gregory Bruno of the Office of Management and Budget at 240.777.2773 for more information regarding this initiative's operating budget.

## PROGRAM DESCRIPTION

Vision Zero is an international movement that relies on data-informed and equitable approaches to improve the design of roads, conduct targeted education and enforcement, and change policies to end serious and fatal traffic crashes. Montgomery County adopted Vision Zero as the successor to the successful Pedestrian Safety Initiative in 2016. The County's Action Plan recommits the county to improving pedestrian safety and expands the collaborative effort to improving safety for drivers and cyclists. The goal of the 2030 Action Plan is to eliminate serious and fatal collisions by 2030. The target will be achieved by completing 45 action items in the areas of complete streets, a multi-modal future, and a culture of safety. To learn more about Vision Zero and to read the 2030 Action Plan, visit <https://montgomerycountymd.gov/visionzero/>.

## RESULTS

Preliminary 2022 data show 245 serious and fatal collisions, a 34 percent reduction compared to the pre-Vision Zero five-year average (2012-2016). To continue moving towards our long-term goal of zero serious and fatal crashes, the Montgomery County Department of Transportation (MCDOT) continued reviews of roadway segments along the High Injury Network (HIN) including Bel Pre Road between Georgia Avenue and Layhill Road, Crabbs Branch Way, and Shady Grove Road. MCDOT is partnering with the State Highway Administration (SHA) to make Georgia Avenue and Connecticut Avenue in Aspen Hill safer for people walking and biking. MCDOT continued installing protected bicycle lanes across the county. In the past year, MCDOT opened its second and third [protected intersections](#) in Downtown Bethesda and Silver Spring. During fiscal year 2022, MCDOT constructed four bikeway projects, nine were ready for or under construction, and over a dozen projects were being designed. Educational efforts have been conducted in HINs, pedestrian collision hot spots, as well as targeted to high-risk groups. These efforts were conducted in coordination with enforcement efforts and have been used to change unsafe pedestrian and driver behaviors. Engineering improvements, along with education and enforcement, have modified perceptions of risk and responsibility on the roads and sidewalks. For a full update, see the FY22 Vision Zero Annual Report available on the Vision Zero website.

The County Executive recommends \$130.4 million in FY24 expenditures in support of Vision Zero. The FY24 Recommended Operating Budget includes \$61.7 million for Vision Zero initiatives. In addition, the Capital Improvements Program (CIP) includes \$68.7 million in expenditures for FY24.

Services dedicated to improving traffic safety include general program offerings, as well as targeted services. These services address current critical needs and the desired outcome of reducing serious and fatal collisions. Below are some of the major County

### **Department of Transportation**

- Continued expansion of pedestrian signals to increase visibility and safety - Pedestrian Hybrid Beacons (PHBs) and traffic signals. Over 40 new beacons and signals have been installed by the County and State since Vision Zero began in 2018.
- Conducted bus stop safety audits along corridors throughout the County focused on HIN corridors and areas with high transit volume to improve safety and accessibility for transit users.
- Increased the ability of students to walk or bike to school safely through improved facilities as part of the Safe Routes to Schools program. Also, evaluated and assessed traffic and operational safety issues at County schools.
- Participated in regional Street Smart pedestrian safety education campaigns. The campaigns use transit shelters and bus advertising throughout the County to promote safe behaviors and raise awareness about the importance of bicycle and pedestrian safety. The twice yearly, four-week media campaigns are also coordinated with targeted enforcement actions. Since FY16, this campaign was modified and broadened to a County-wide, year-round effort to also reach the teen and senior populations.
- Implemented traffic calming improvements by installing pedestrian refuge islands, curb extensions, speed humps, and improved signage and markings. Where traffic calming has been employed in areas with collisions, there has been a measurable reduction in speeding and a 44 percent reduction in pedestrian collisions.
- Modified traffic signals along major highways such as Shady Grove Road to eliminate left turns when oncoming traffic can also go through the intersection to reduce left-turn crashes.
- Improved sidewalk connectivity to transportation, commercial, and employment areas, and medical facilities throughout the County. New funding is focused on accelerating sidewalk construction near schools.
- Provided curb ramps for sidewalks and other accessibility barriers on County roadways through the ADA compliance program.
- Completed construction of the Capital Crescent Surface Trail Phase I, Woodmont Avenue Phase I, and Montgomery Avenue Phase 2B with additional Bethesda bikeways under design. The Montgomery Lane/Avenue Cycletrack Phases 1 and 2A are under construction.
- Education and outreach efforts continued during the COVID-19 pandemic. MCDOT hosted a Vision Zero Youth Ambassador program with over 30 high school students to create the next generation of traffic safety leaders and develop projects that impacted safety in their communities.
- Conducting evaluations of pedestrian and bicycle facilities in eight of the County's twenty-eight Bicycle and Pedestrian Priority Areas (BiPPAs) and constructing improvements to pedestrian and bicycle connectivity and safety in these BiPPAs. Design is on-going for pedestrian and bike facilities along Veirs Mill Road which will be implemented along with bus rapid transit.
- Updated lighting, signage, marking, and signals standards and investigated complete street guidelines that seek to address crucial Vision Zero core concepts.
- Coordinated with M-NCPPC to review and approve trail crossings and intersections, projects that enhance safety at many mid-block crossings throughout the County.
- Coordinated with the State Highway Administration (SHA) to implement many safety improvements throughout important High Injury Network corridors in Wheaton and Aspen Hill. The improvements involve many of Vision Zero's core principles of a safe and forgiving infrastructure that accommodates and protects all users.

### **Department of Police**

- Manage and analyze a database of collision data used to inform policy and program decisions through the Police Traffic Operations Division, such as the identification of high crash locations, locations for traffic calming improvements, and groups and areas at high risk of being involved in serious and fatal collisions.
- Prioritize enforcement of pedestrian safety and traffic safety laws in the High Injury Network and areas around elementary, middle, and high schools in coordination with MCDOT's pedestrian safety education activities. Overall, enhanced

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enforcement of pedestrian and traffic safety laws helps modify perceptions of risk and responsibility on the road, can change behavior, and contribute to building a culture of safety.

- Ran a successful Holiday Alcohol Task Force from November 2022 to January 2023 with 291 arrests for driving under the influence (DUI) of alcohol and/or drugs. During the task force, MCPD partnered with MCDOT and Alcohol Beverage Services (ABS) for a safety campaign providing safe alternatives to driving impaired.
- Coordinated with municipal, Maryland Transportation Authority, and State Police for joint efforts to address excess speed and car races.
- Continue to implement countywide speed, red-light, and school bus camera enforcement to slow traffic to posted speed limits. MCPD initiated a new contract that will expand the fleet of red-light and speed cameras available at approved locations across the county.
- Montgomery County Police have been instrumental in helping reduce the number of pedestrian collisions by:
  - administering special pedestrian crosswalks;
  - operating safe streets corridors;
  - conducting holiday and school enforcements; and
  - dedicating regular on-duty police enforcement in HINs to issue warnings to pedestrians and motorists.

### **Public Information Office**

- Elevated Vision Zero events, campaigns, and safety messaging through timely press releases, media advisories, and posts on social media.
- Continue the bilingual education of the public, in cooperation with Montgomery County Police Department and all departments represented on the Vision Zero Steering Committee regarding the three main causes of fatal and serious-injury crashes:
  - Distracted drivers;
  - Impaired drivers, cyclists, and pedestrians; and
  - Crosswalk issues, i.e.; drivers turning right (or left) into pedestrians and pedestrians crossing mid-block on major roadways.

County Executive's Vision Zero Initiative - All Funding Sources FY24 CE Recommended Capital Improvements Program and Operating Budget		
Department	Project/Program	FY24 Recommended
<i>Capital Improvements Program (CIP)</i>		
<b>Maryland-National Capital Park and Planning Commission</b>	Trails: Hard Surface Design and Construction	\$ 550,000
	Trails: Natural Surface & Resource-based Recreation	\$ 500,000
	Trails: Hard Surface Renovation	\$ 950,000
	Vision Zero	\$ 500,000
	<b>Total M-NCPPC</b>	<b>\$ 2,500,000</b>
<b>Department of Transportation</b>	Pedestrian Facilities/Bikeways	51,629,000
	Intersection and Spot Improvements	2,410,000
	Pedestrian Safety Program	4,600,000
	Traffic Signals	5,335,000
	Guardrail Projects	315,000
	Neighborhood Traffic Calming	310,000
	Streetlighting	1,370,000
	Streetlight Enhancements CBD/Town Center	250,000
	<b>Total Department of Transportation</b>	<b>\$ 66,219,000</b>
<b>Total FY24 CIP</b>		<b>\$ 68,719,000</b>
<i>Operating Budget (PSP)</i>		
<b>Department of Transportation</b>	Community/Transportation Safety	5,853,749
	Transportation Infrastructure Construction & Maintenance	19,671,448
	Transportation Policy, Planning, and Project Development	3,400,265
	Transportation Management, Operations, and Emergency/Storm Response	7,930,062
	<b>Total Department of Transportation</b>	<b>\$ 36,855,524</b>
<b>Department of Police</b>	Police Enforcement for HIAs - Overtime	334,617
	Police Enforcement for HIAs - Data Analyst	135,611
	School Safety Program/General Fund	8,165,773
	Automated Traffic Enforcement	15,927,211
	<b>Total Department of Police</b>	<b>\$ 24,563,212</b>
<b>NDA-Vision Zero</b>	<b>Vision Zero Oversight and Outreach</b>	<b>301,944</b>
<b>Total FY24 PSP</b>		<b>\$ 61,720,680</b>
<b>TOTAL FY24 RECOMMENDED EXPENDITURES (CIP &amp; PSP)</b>		<b>\$ 130,439,680</b>

Source: CE Recommended FY24 Operating and Capital Budgets

**Note:** Safety is a central element of the mission of these departments and nearly all of their programs contribute to achieving Vision Zero. The programs with a significant emphasis on safety are listed above. It should be noted that these programs are also addressing other needs as well.