



VISION ZERO

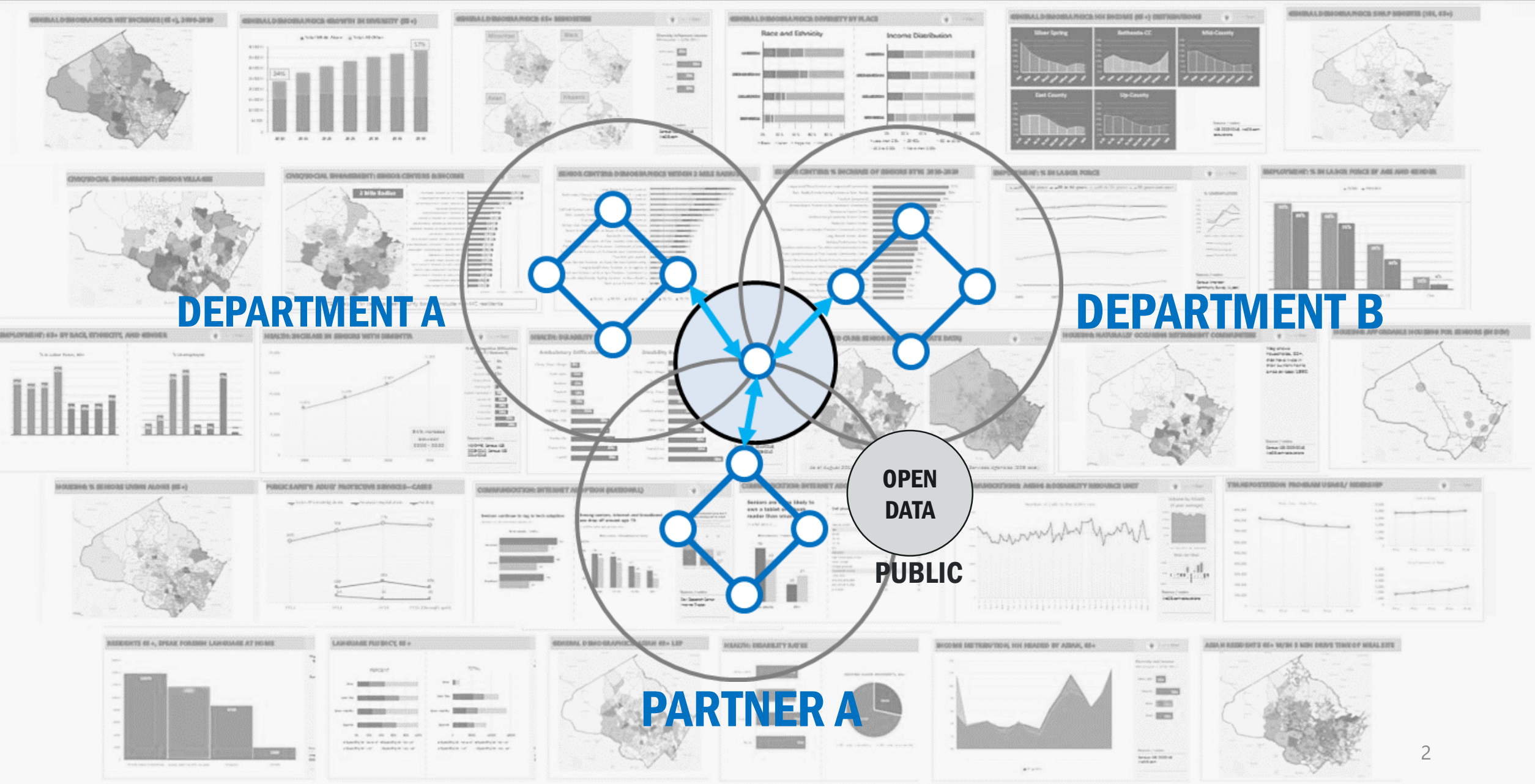
**NO TRAFFIC DEATHS BY 2030
IN MONTGOMERY COUNTY**

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

TWO-YEAR ACTION PLAN • PRESENTATION TO MID-COUNTY CAB • 09/25/18

ABOUT COUNTYSTAT



DEPARTMENT A

DEPARTMENT B

OPEN DATA PUBLIC

PARTNER A

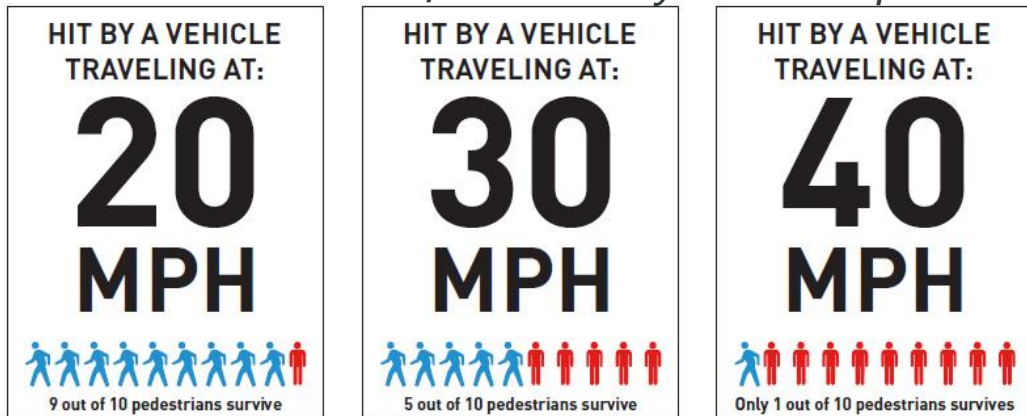


WHAT IS VISION ZERO?



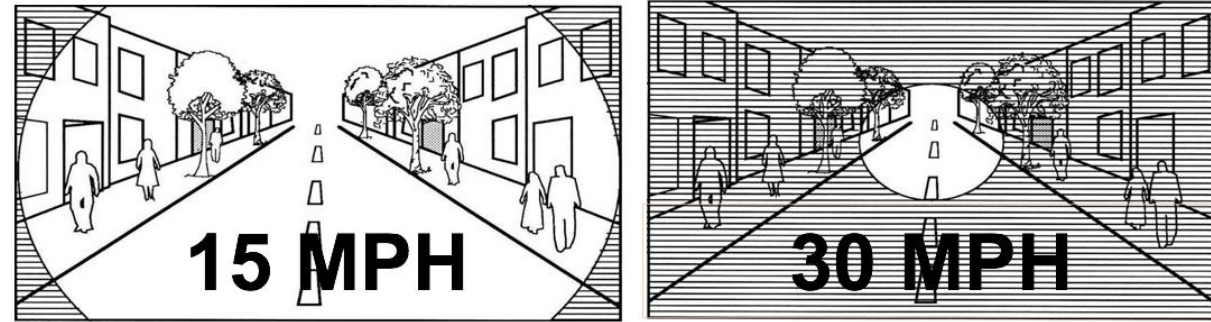
1. Transportation–related deaths and severe injuries are **preventable and unacceptable**.
2. **Human life takes priority over mobility** and other objectives of the road system. The road system should be safe for all users, for all modes of transportation, in all communities, and for people of all ages 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

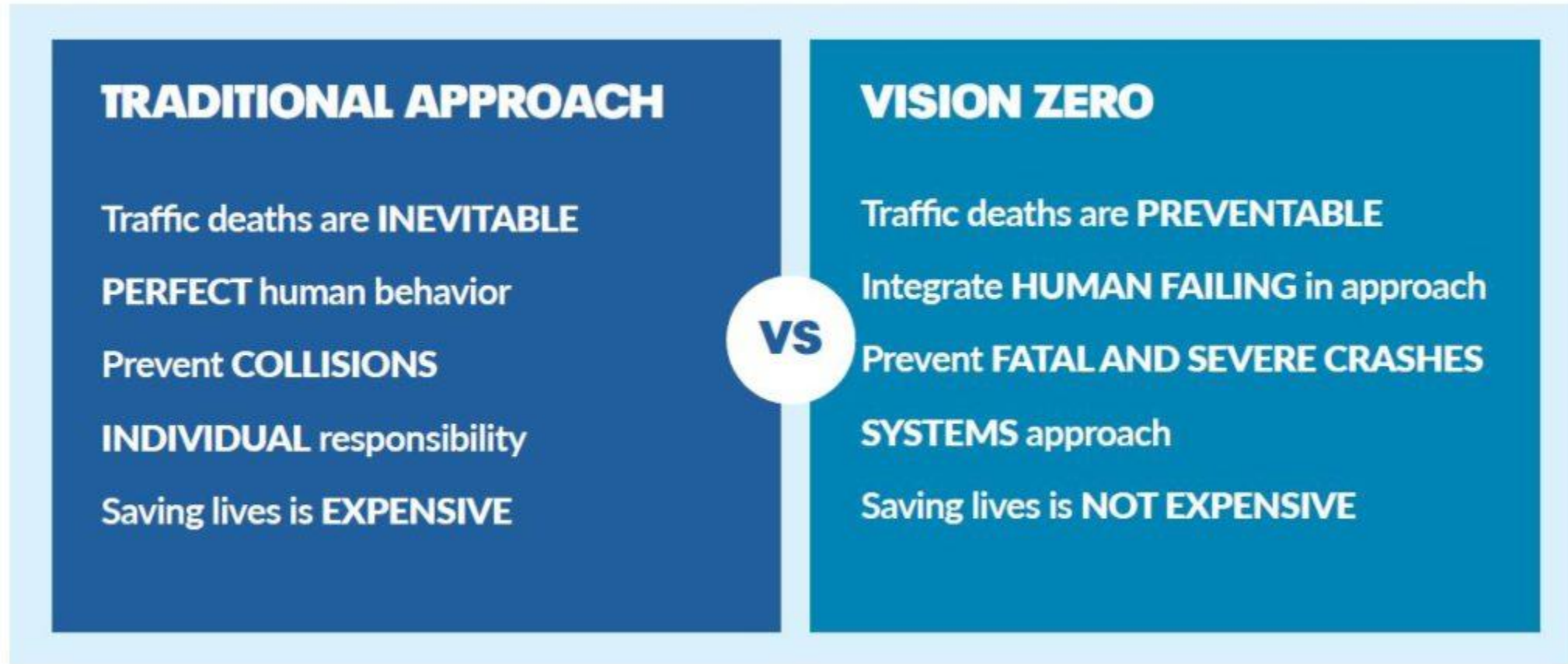


Graphic courtesy of: [Vision Zero Network](https://www.visionzero.net/)

Driver Cone of Vision by Vehicle Speed



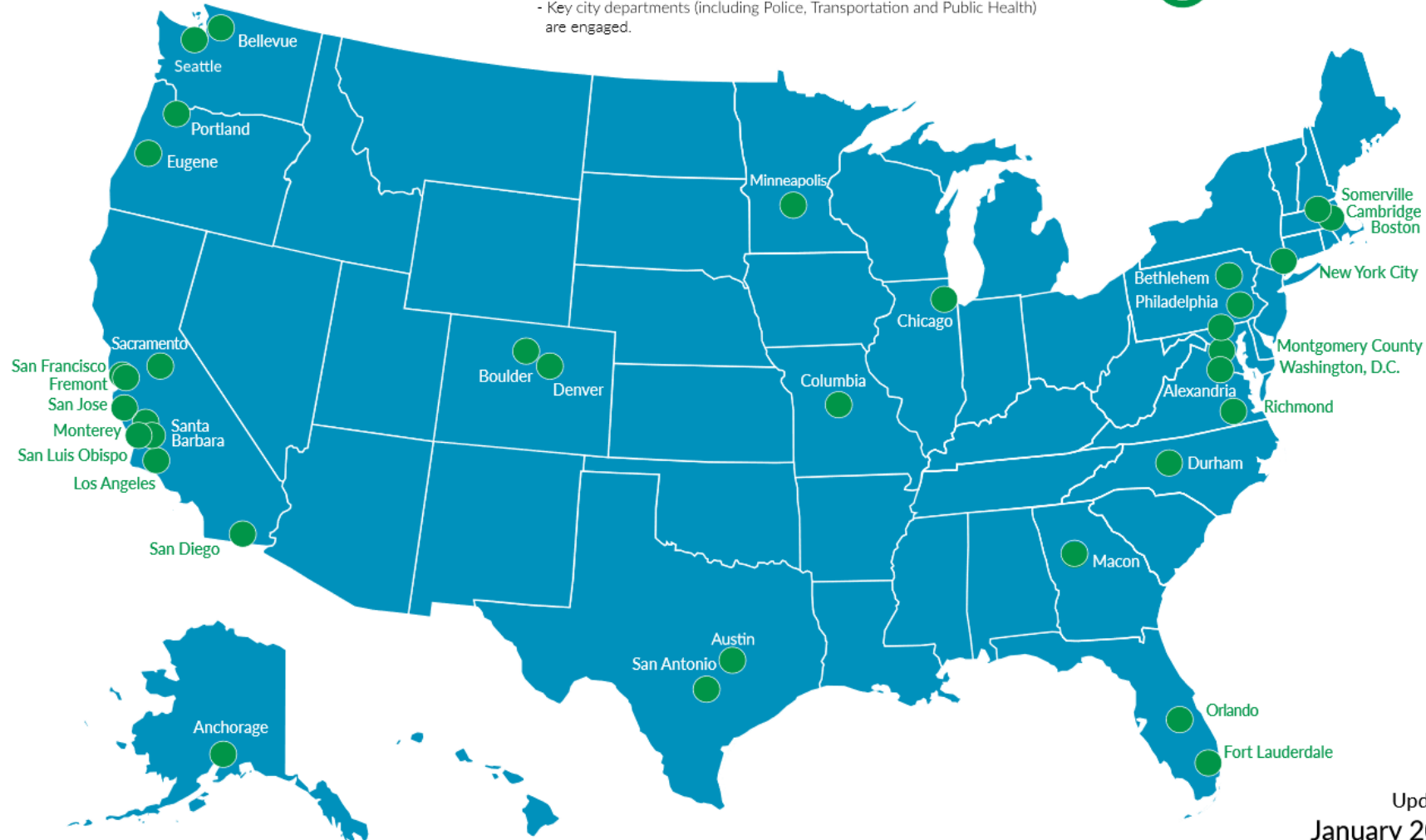
4. People are inherently vulnerable, and **speed is a fundamental predictor of crash survival**. The transportation system should be designed for speeds that protect human life.
5. **Safe human behaviors**, education, and enforcement are essential contributors to a safe system.
6. **Policies and practices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



Vision Zero Cities

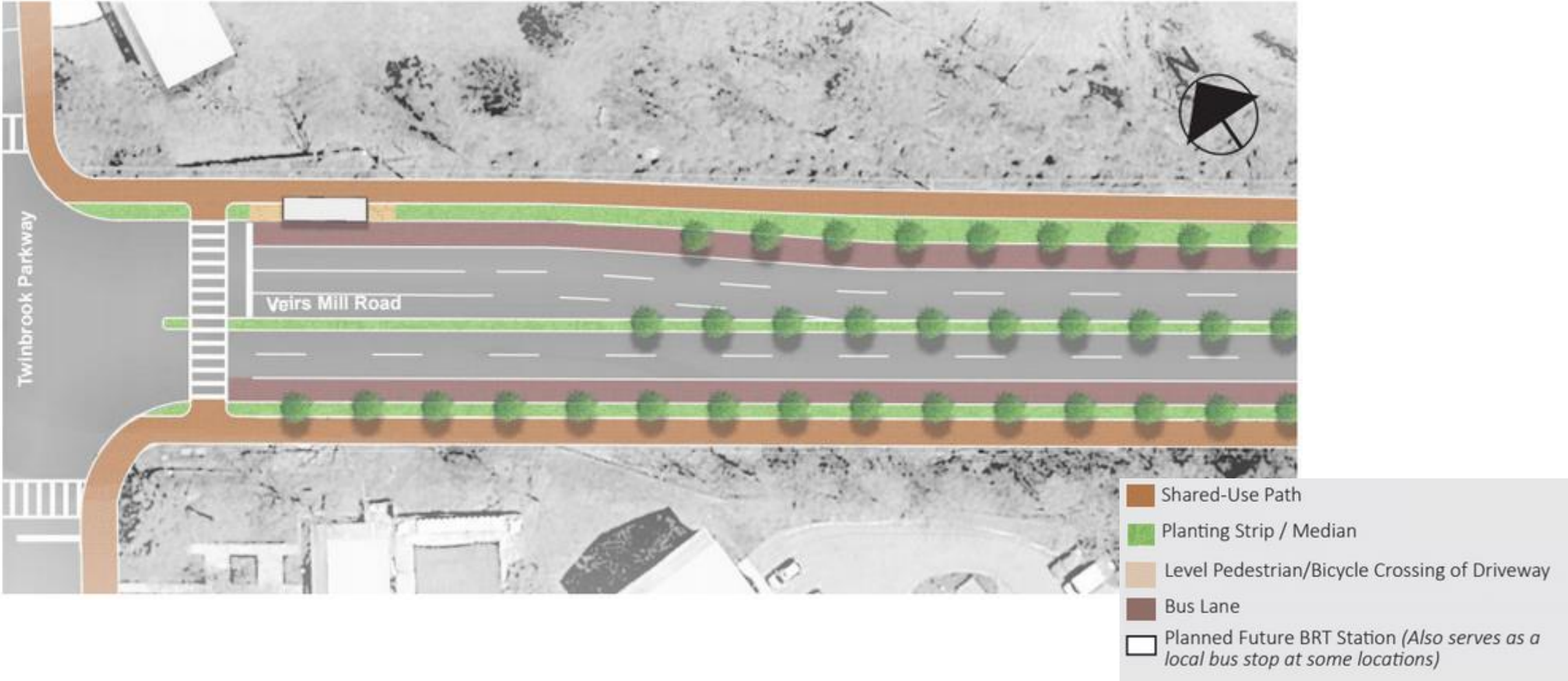
A Vision Zero City meets the following minimum standards:

- Sets clear goal of eliminating traffic fatalities and severe injuries
- Mayor has publicly, officially committed to Vision Zero
- Vision Zero plan or strategy is in place, or Mayor has committed to doing so in clear time frame
- Key city departments (including Police, Transportation and Public Health) are engaged.



Updated
January 2018

CREATING COMPLETE STREETS



Graphic courtesy of: Planning Dept. (Draft design, not official)

CREATING COMPLETE STREETS

PEDESTRIAN SCRAMBLE



Photo Credit: Flickr/[tilex](#),
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PEDESTRIAN HYBRID SIGNALS (HAWK BEACON)

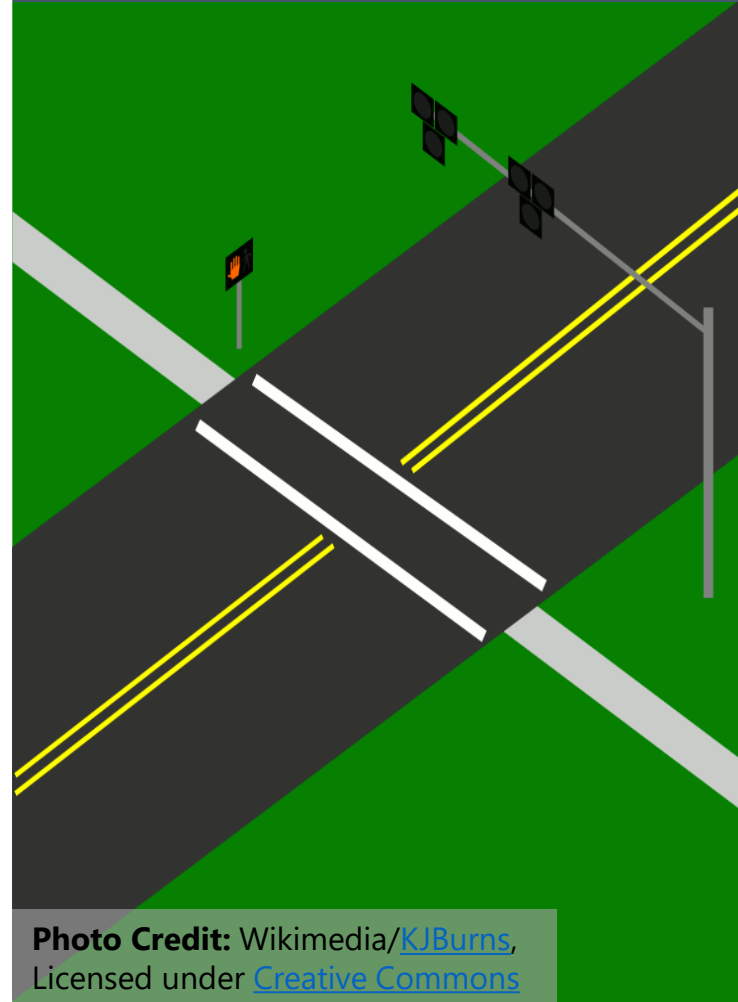


Photo Credit: Wikimedia/[KJBurns](#),
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SIGNAL TIMING



LIGHTING

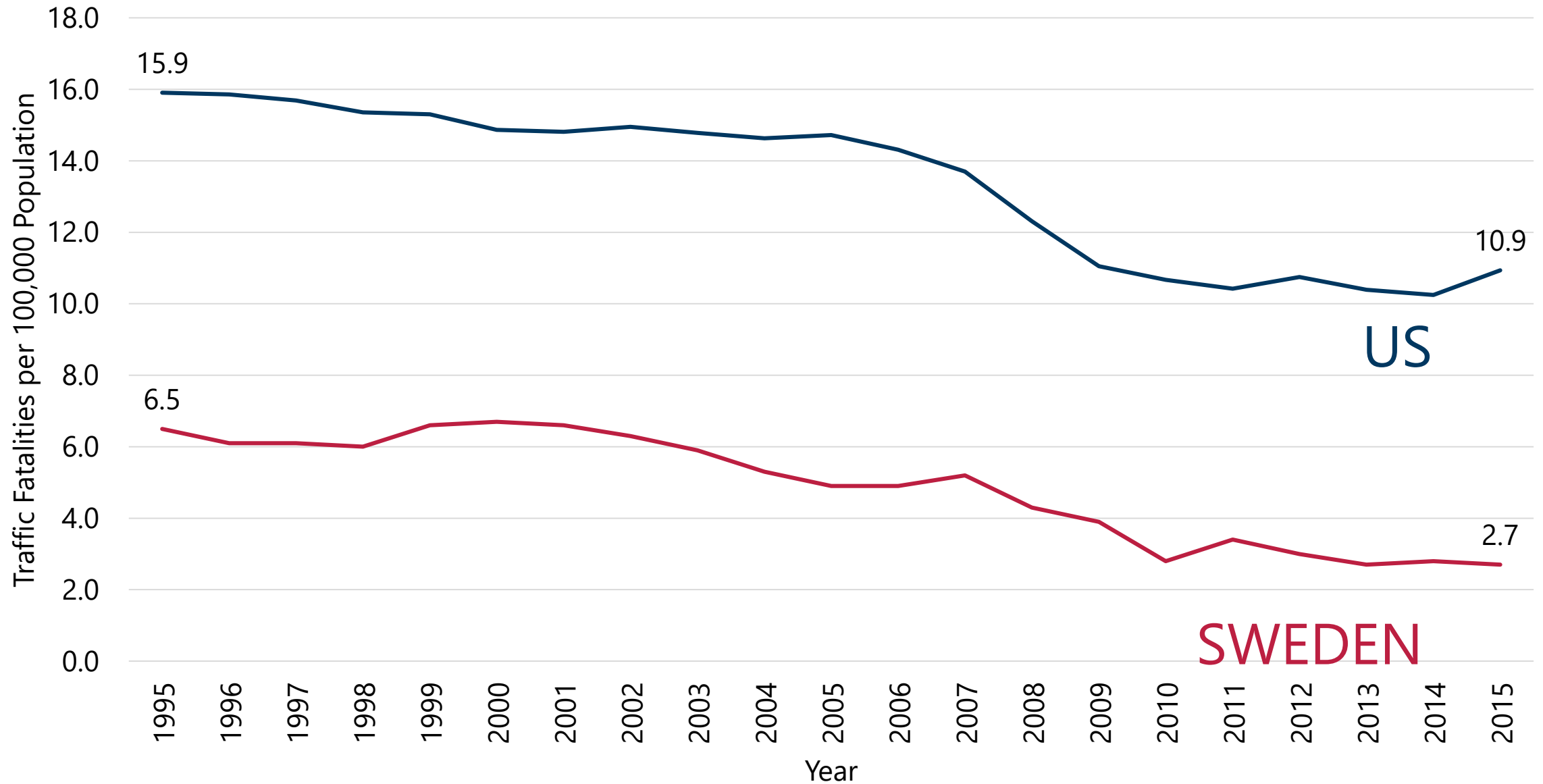


PROTECTED BIKE LANES



Photo Credit: MCDOT, Used with permission

VISION ZERO – SWEDEN'S RESULTS VS. US





PEDESTRIAN SAFETY INITIATIVE



2002 Blue Ribbon Panel



Montgomery County Blue Ribbon Panel On Pedestrian and Traffic Safety

FINAL REPORT

*Setting Safety in Motion:
Recommendations for Creating Walkable Communities
in Montgomery County, Maryland*

Delegate William A. Bronrott, *Chair*

January 2002



www.co.mo.md.us

2007 Pedestrian Safety Initiative



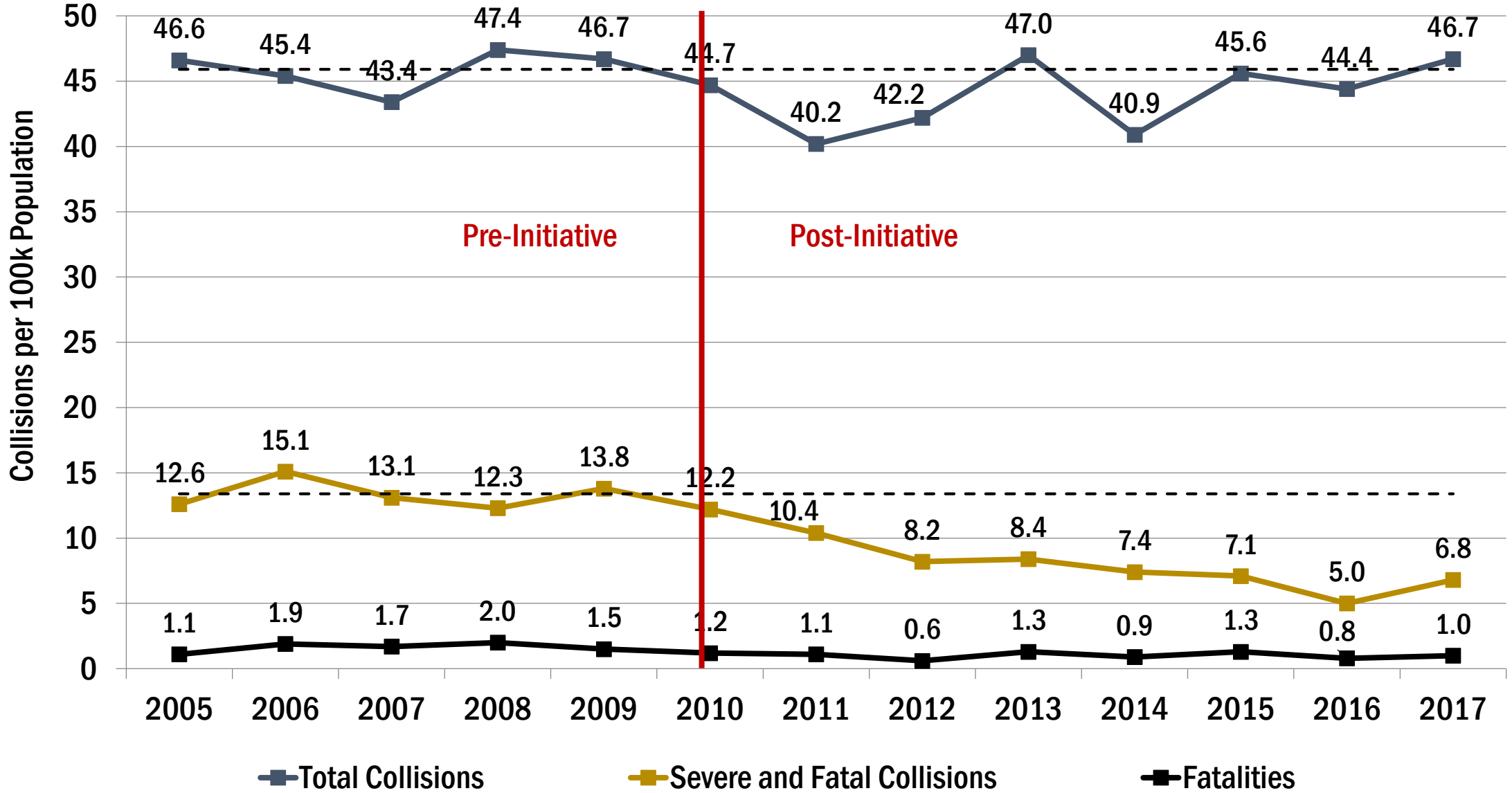
Montgomery County Executive Isiah Leggett

Pedestrian Safety Initiative

December 2007



RESULTS FROM PEDESTRIAN SAFETY INITIATIVE

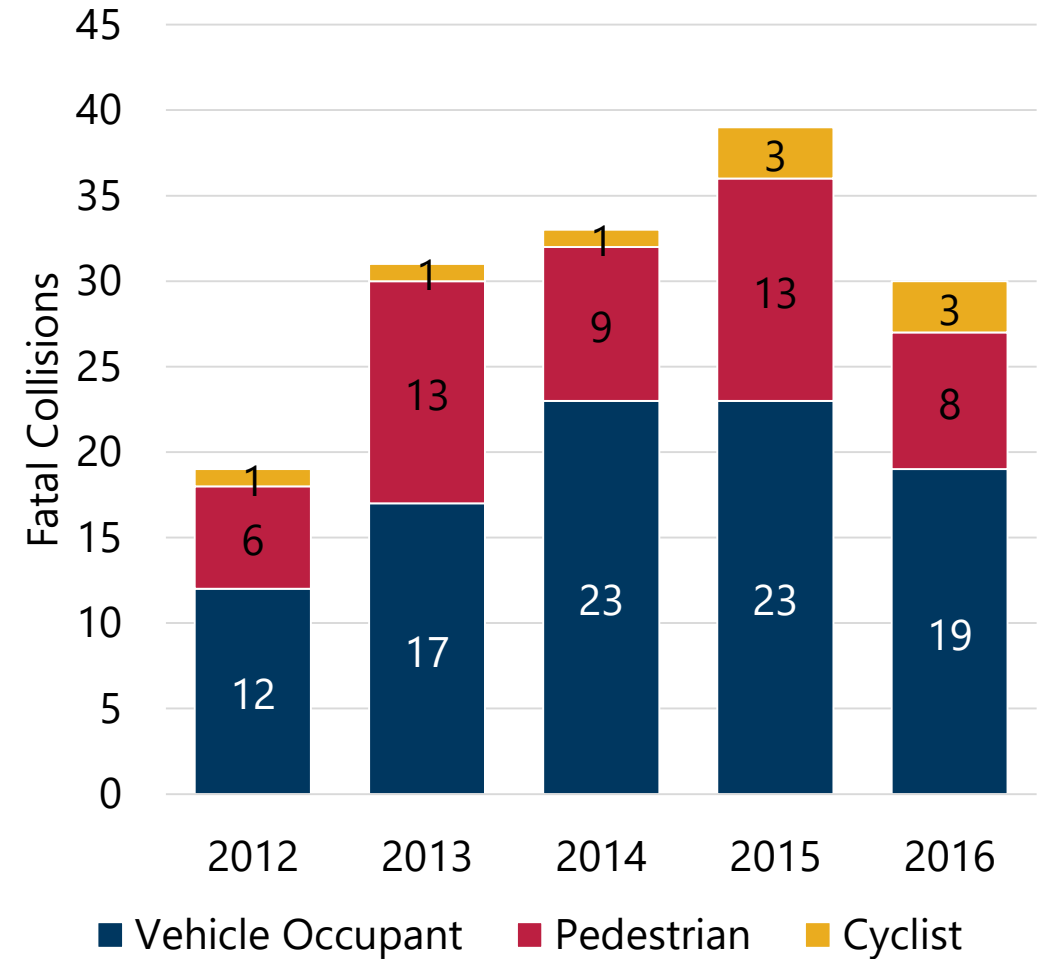
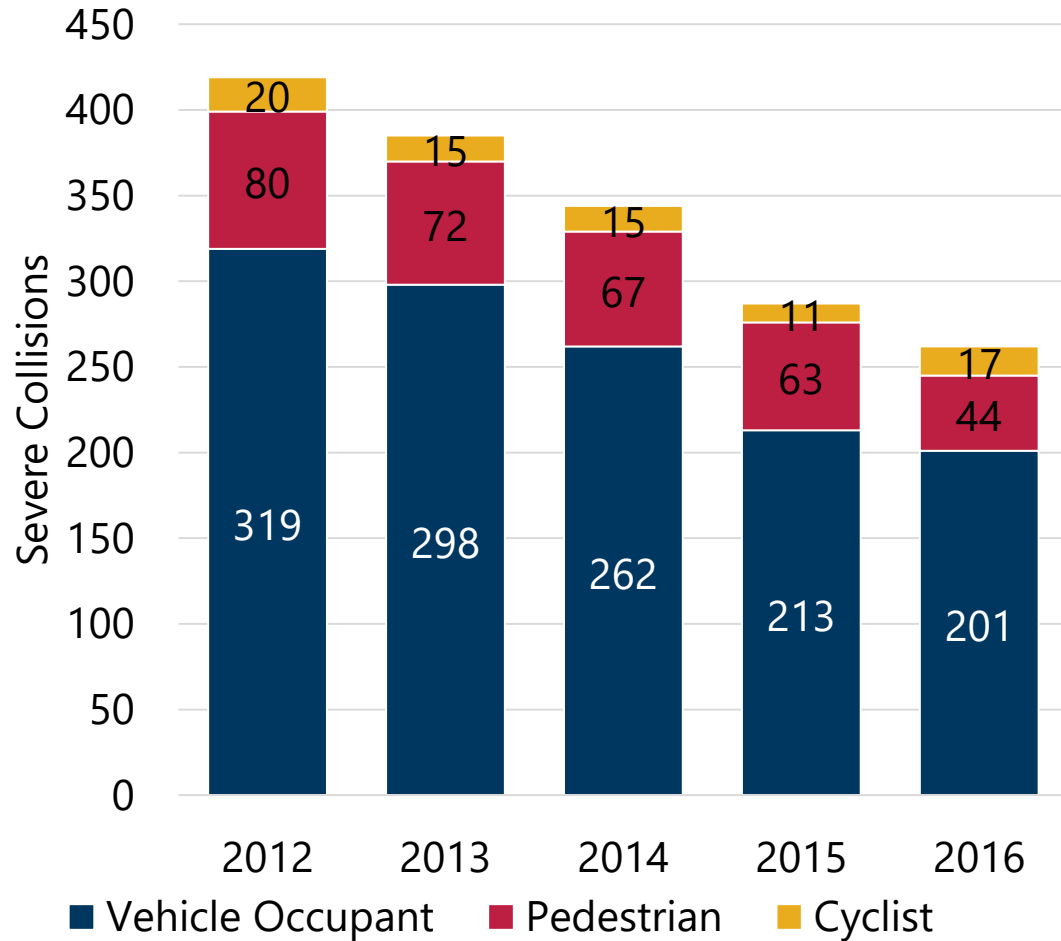




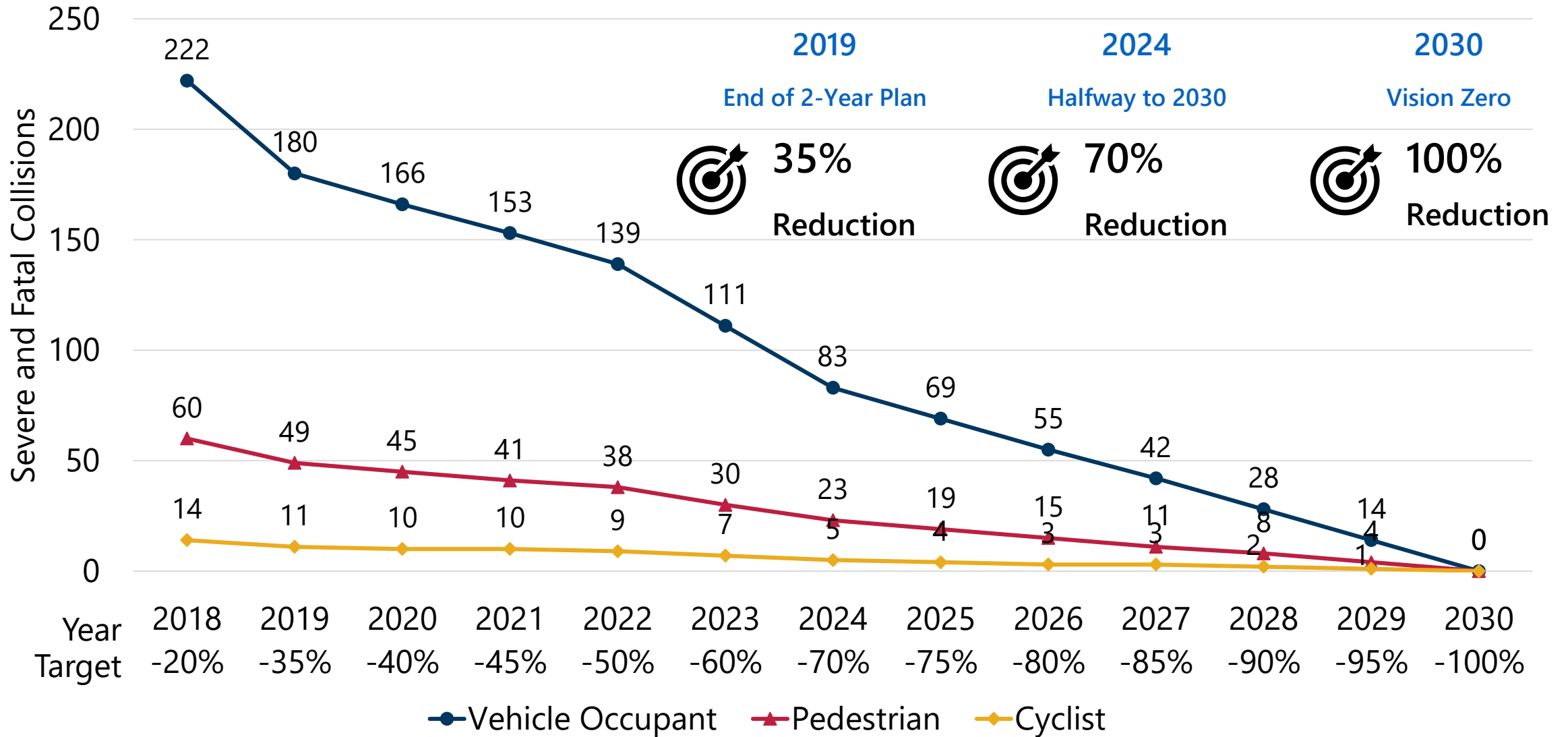
VISION ZERO 2-YEAR ACTION PLAN



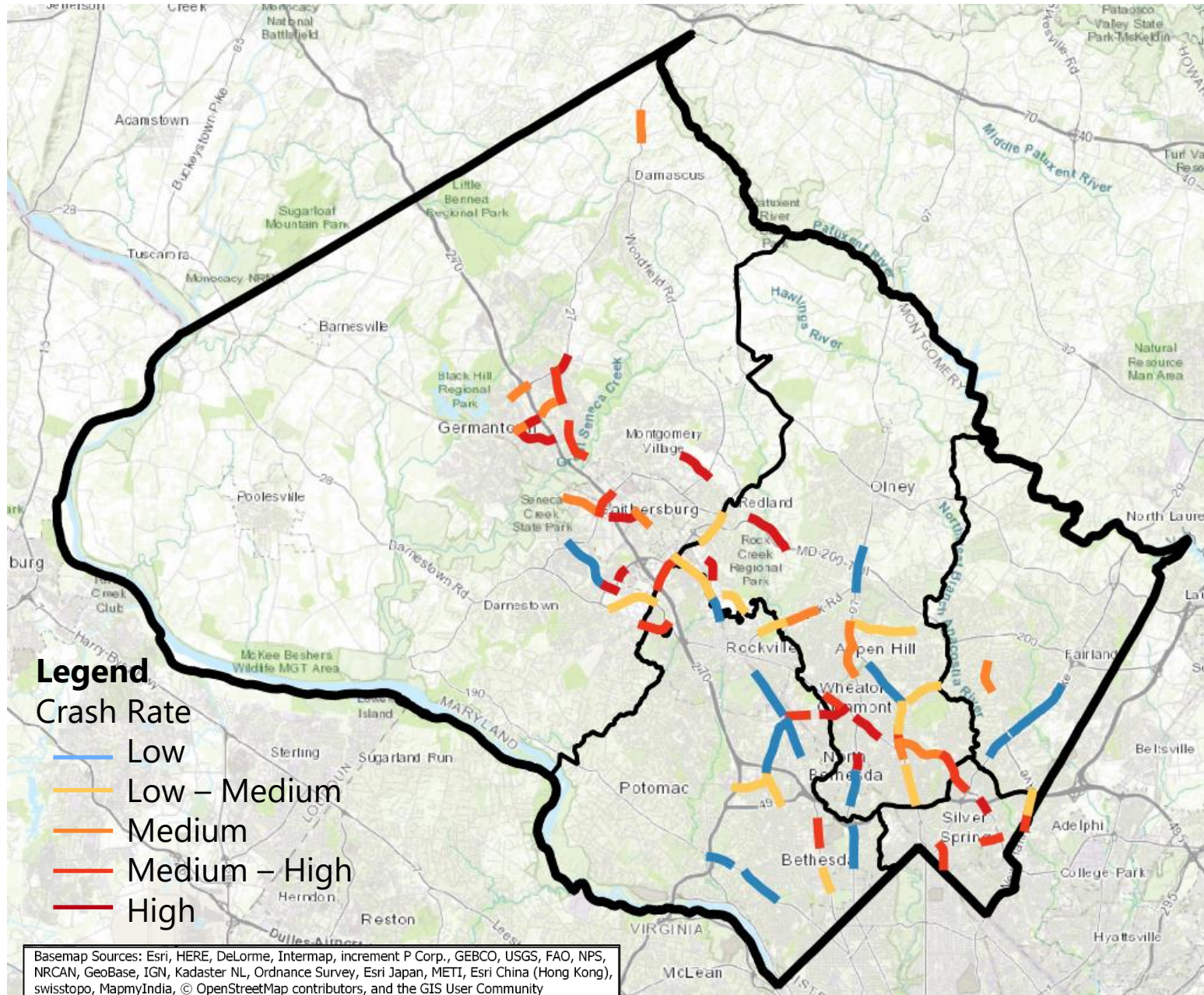
DATA ANALYSIS – 5 YEAR TREND



REDUCTION TARGETS

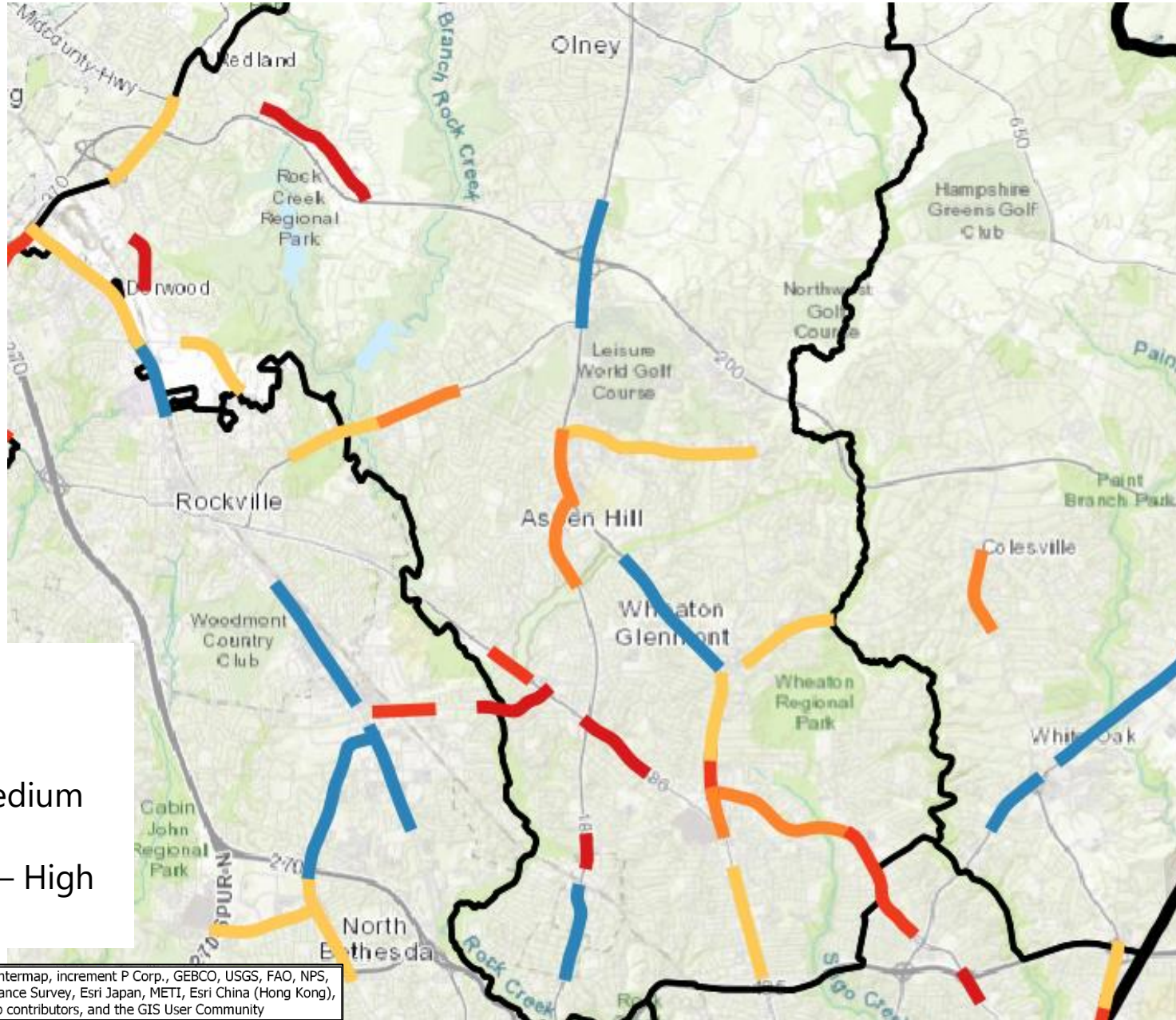


HIGH INJURY NETWORK



The High Injury Network (HIN) identifies roadway segments that have a higher amount of crashes (at least one crash per mile per year) relative to the amount of traffic on that road. MCDOT will use this initial list to identify roadways for engineering improvements.

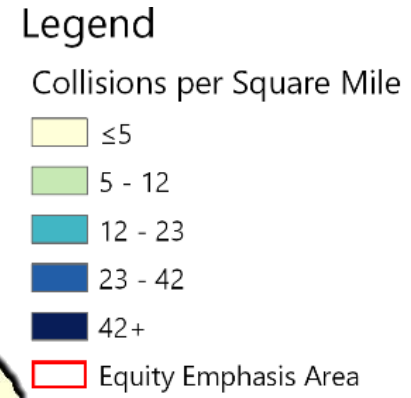
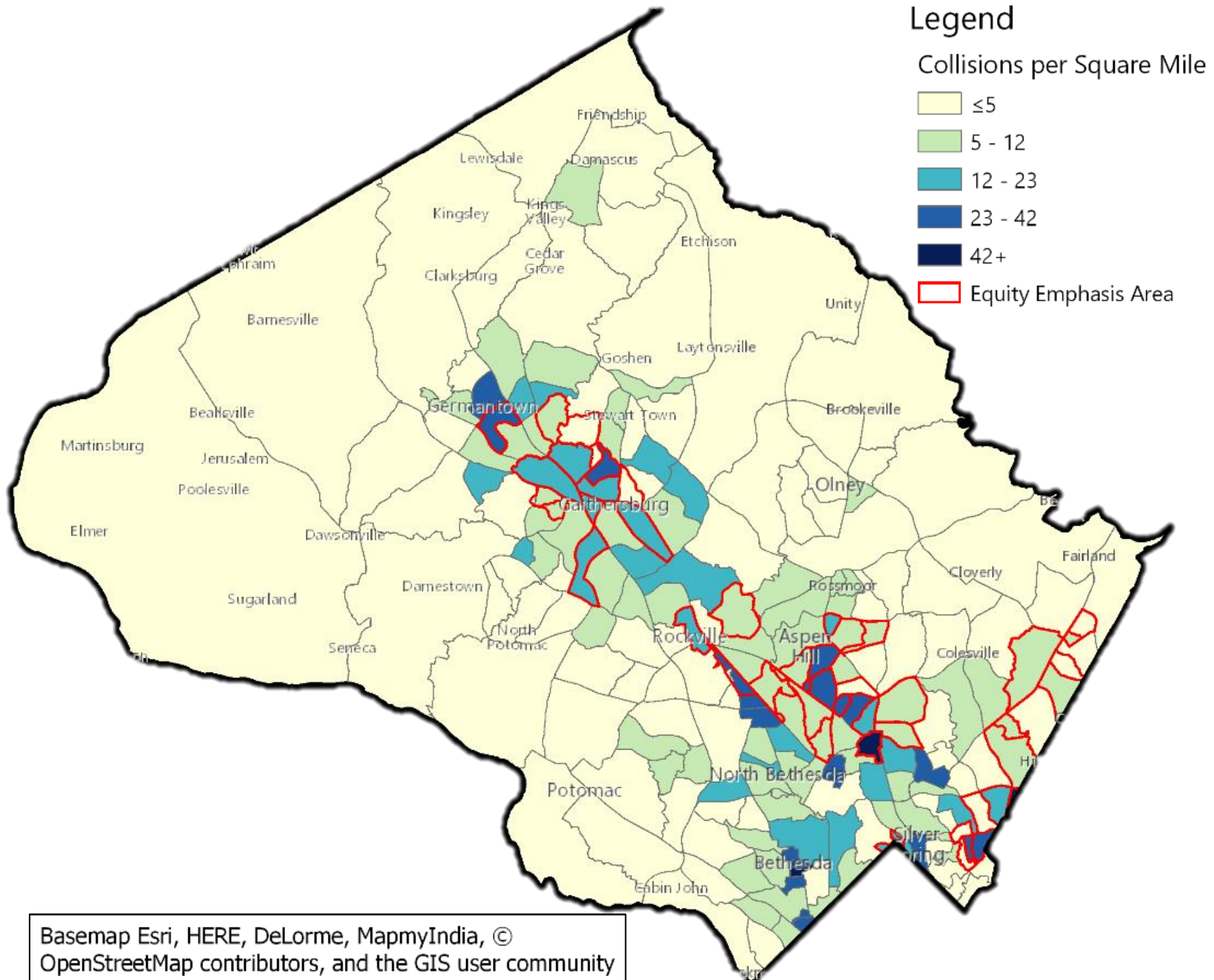
HIGH INJURY NETWORK IN MID-COUNTY



- Legend**
- Crash Rate
- Low
 - Low – Medium
 - Medium
 - Medium – High
 - High

The High Injury Network (HIN) roadways of concern in Mid-County are mainly located in Wheaton, Glenmont, and Aspen Hill. With the exceptions of Bel Pre Rd, Crabbs Branch Way, and E Gude Dr, and Shady Grove Rd, these HIN roadways are controlled and maintained by the State Highway Administration.

SEVERE AND FATAL COLLISIONS BY CENSUS TRACT



Crash Density was <u>higher</u> in neighborhoods with...	
Higher ↑	Percentage of households that speak English less than "very well"
Higher ↑	Percentage of population that is Hispanic or Latino
Higher ↑	Percentage of households below the poverty level
Lower ↓	Median age

Basemap Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community



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

TWO-YEAR ACTION PLAN – ENGINEERING

ENG-1: Crash
Analysis

ENG-2: Update
County Road
Design Standards

ENG-3: Expand
Road Safety Audits

ENG-4: Review
Transit Stops

ENG-5: Redesign
Trail Crossings

ENG-6:
State/County
Project
Collaboration

ENG-7: Improve
Pedestrian Signal
Timing

ENG-8: Accelerate
Sidewalk Building

ENG-9: Expand
Low-Stress Bicycle
Network

ENF-1: Establish
Collision Review
Team

ENF-2: Increase
Enforcement
Activities

ENF-3: Expand
Safety Camera
Use

ENF-4: Improve
Distracted Driving
Detection

ENF-5:
Collaboration with
Court System

WHY ENFORCEMENT? CAN IT WORK?

Dangerous Behavior	Enforcement Activity	Effect on Crashes
Drivers not yielding to pedestrians at crosswalks	Targeted driver enforcement at crosswalks	↓ 23% pedestrian crashes
Impaired driving	Publicized sobriety checkpoints	↓ 17% alcohol related crashes
Driver excessive speeding	Automated speed enforcement	↓ 19% reduction in severe collisions

Sources: [NHTSA Countermeasures that Work, 8th Edition](#), [IIHS](#), [AAA Foundation for Traffic Safety](#)

If all U.S. communities had speed-camera programs like the one IIHS studied in Maryland's Montgomery County, more than **21,000 fatal or incapacitating injuries would have been prevented** in 2013.

-- IIHS Study of Montgomery County Automated Enforcement



TWO-YEAR ACTION PLAN – EDUCATION

EDU-1: Create
Comprehensive
Outreach Strategy

EDU-2: Expand
Safe Routes to
School Program

EDU-3: On-Bike
Education
Program for Kids

EDU-4: Fund Non-
Profit Outreach

EDU-5: Outreach
to County
Employees

EDU-6: Cross-
Departmental
Team Building

EDU-7: Raise
Awareness of
Sleep and Safety

EDU-8: Future
Technology Task
Force

EDU-9: Training in
the Community

TIM-1: Provide Prompt Emergency Medical Service

TIM-2: Devise Safe Incident Management Plan

TIM-3: Enhance Police Driver Training

TIM-4: Temporary Traffic Control Devices

TWO-YEAR ACTION PLAN – LAW, POLICY, AND ADVOCACY

LPA-1: Change Policies, Regulations, and Laws

LPA-2: Ensure Equity throughout Vision Zero Projects

LPA-3: Appoint Vision Zero Coordinator

LPA-4: Create Vision Zero Website

LPA-5: Create Vision Zero Feedback Map

LPA-6: Create Pedestrian Master Plan

LPA-7: Publish Collision Data

LPA-8: Improve Crash Data Collection

LPA-9: Establish Peer Learning Network

LPA-10: Review Existing Traffic Safety Programs

LPA-11: Work with Municipalities

LPA-12: Engage Outside Research Partners

LPA-13: Procure Safer Vehicles

LPA-14: Build the Ten-Year Action Plan

SHARED MISSION, SHARED ACCOUNTABILITY



MARYLAND STRATEGIC HIGHWAY SAFETY PLAN 2016-2020

Similarities:

- State that traffic collisions are tragic, preventable occurrences
- Use a data-driven process to identify needs and countermeasures on roadways
- Set interim and long-range reduction targets for severe and fatal traffic collisions
- Employ strategies built around engineering, education, enforcement, and emergency medical services
- Adopt similar focus areas

Differences:

Montgomery County	Maryland
Eliminate traffic fatalities by 2030	Reduce traffic fatalities by 50% by 2030 from 2008 baseline
Sets specific actions	Sets broad strategies
Each action has a deadline	No deadlines to implement strategies



Copy of Plan:

<http://montgomerycountymd.gov/visionzero/>

WHAT IS VISION ZERO?

The Vision Zero concept was created in Sweden in 1997 and is widely credited for significant reductions in fatal and severe collisions on Sweden's roads, despite increased driving, biking, and transit use. Vision Zero came to the US in 2000 with Washington State adopting its *Target Zero* plan. In 2014, *New York City* became the first city to adopt Vision Zero, and the idea has since taken off. As of March 2017, Vision Zero has spread to 27 jurisdictions across the country. Vision Zero policies generally share six common principles:

Transportation-related deaths and severe injuries are preventable and unacceptable.

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



@VisionZeroMC



VISION ZERO PROJECTS IN MID-COUNTY



FY19 – FY24 CIP BUDGET INCREASES FOR VISION ZERO



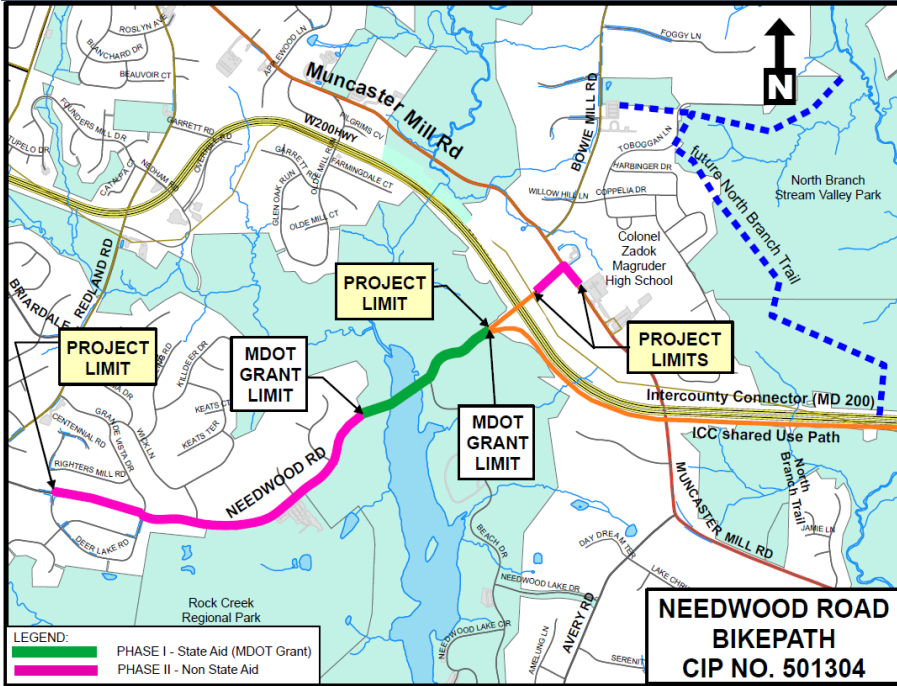
Project	FY19 – FY24 Increase	Project Details
Bethesda Bikeway and Pedestrian Facilities	\$3,000,000	Construct new protected bicycle lanes in Downtown Bethesda to be known as "Bethesda Loop"
Good Hope Road Sidewalk	\$4,065,000	Construct new sidewalk including a new pedestrian bridge at the intersection of Hopefield Road
Oak Drive/MD 27 Sidewalk	\$1,416,000	Construct new sidewalk from the southern intersection with MD 27 to John T. Baker Middle School
Bikeway Program Minor Projects	\$4,920,000	Funding increase provides more substantial construction improvements
Intersection and Spot Improvements	\$1,312,000	Address additional intersections to address congestion relief and safety issues
Pedestrian Safety	\$3,600,000	Additional modifications to improve infrastructure for pedestrian and bicycle safety
Traffic Signals	\$3,000,000	Increase to address deficient Traffic Signals
TOTAL	\$21,313,000	



NOTE: Table above only shows enhanced or new project spending, not all CIP projects related to Vision Zero.

PROJECTS UNDERWAY OR PLANNED

NEEDWOOD RD BIKE PATH



WHEATON BiPPA DESIGN



BEL PRE RD PRSA



STREET OUTREACH IN WHEATON CBD



VEIRS MILL RD REPAVING

FOREST GLEN PASSAGEWAY

NEW TRAFFIC SIGNALS & PED BEACONS



**GET
INVOLVED**



ASPEN HILL VISION ZERO STUDY

Four blue icons representing different modes of transportation: a pedestrian, a person in a wheelchair, a person on a bicycle, and a car.

WHEN: Wednesday, September 26 from 6:30PM – 8:30PM

WHERE: Aspen Hill Library 4407 Aspen Hill Rd, Rockville, MD

WHY: This Vision Zero Study will be one component of an overall assessment of a variety of issues in the Aspen Hill area that will frame and inform future planning actions.



Service Requests

Request a fix for current roads, sidewalks, lights, pedestrian and bicycle facilities, etc.

mc311.com



Safety Concerns

Bring to our attention unsafe facilities and behaviors in Montgomery County.

<http://bit.ly/vzsafetymap>



General Feedback

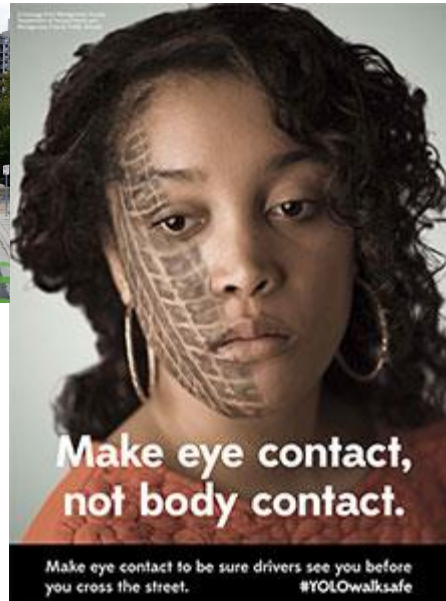
Let us know what you think about or how to improve Vision Zero Montgomery County.

Twitter [@VisionZeroMC](https://twitter.com/VisionZeroMC)
visionzero@montgomerycountymd.gov



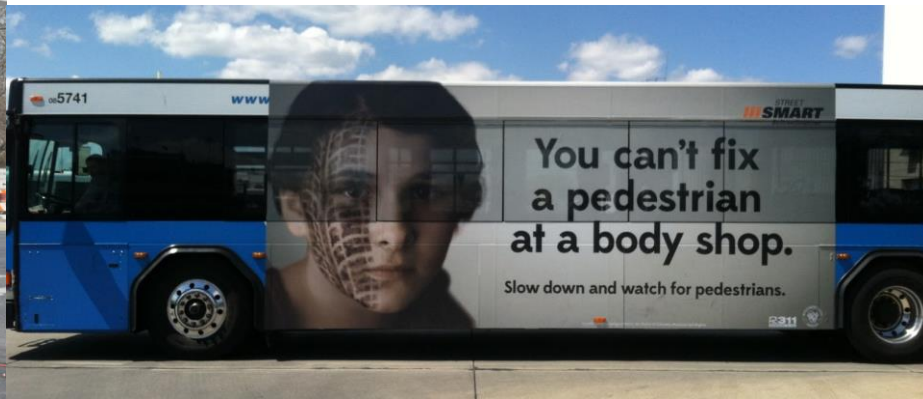
Educational Resources

Learn about helpful safety tips that will help facilitate our Vision Zero goals.

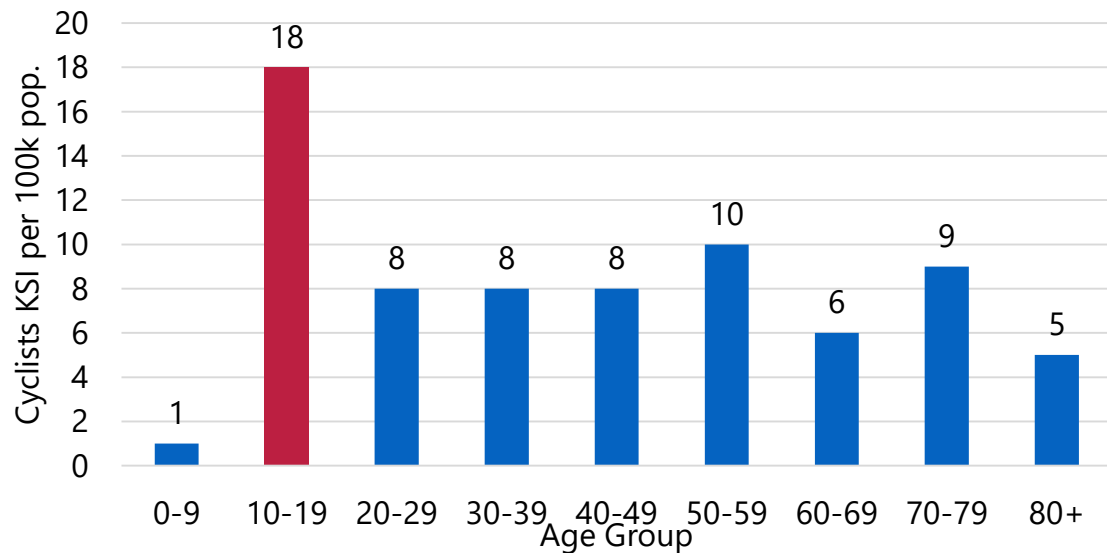
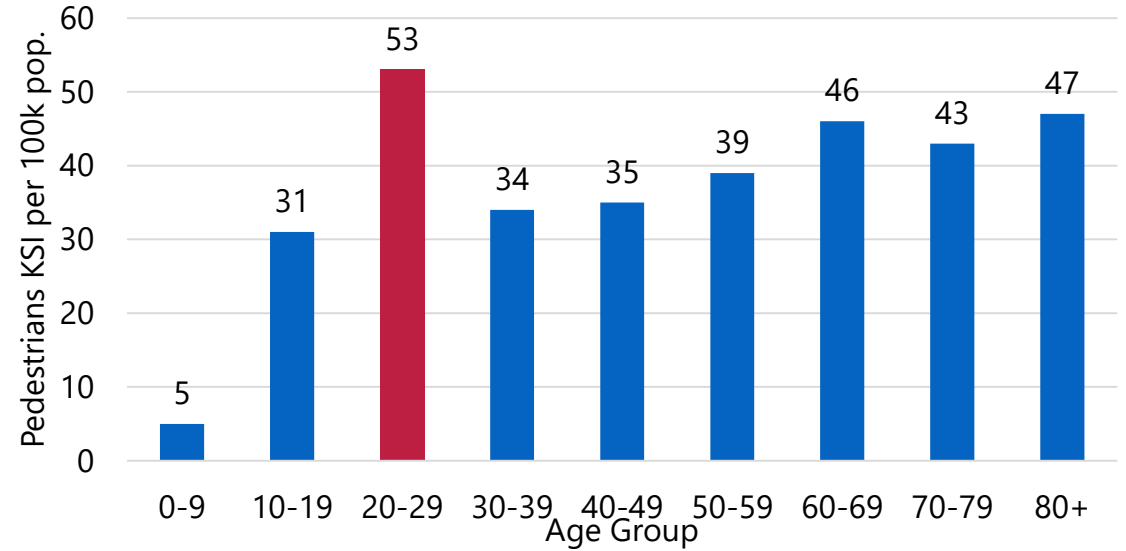
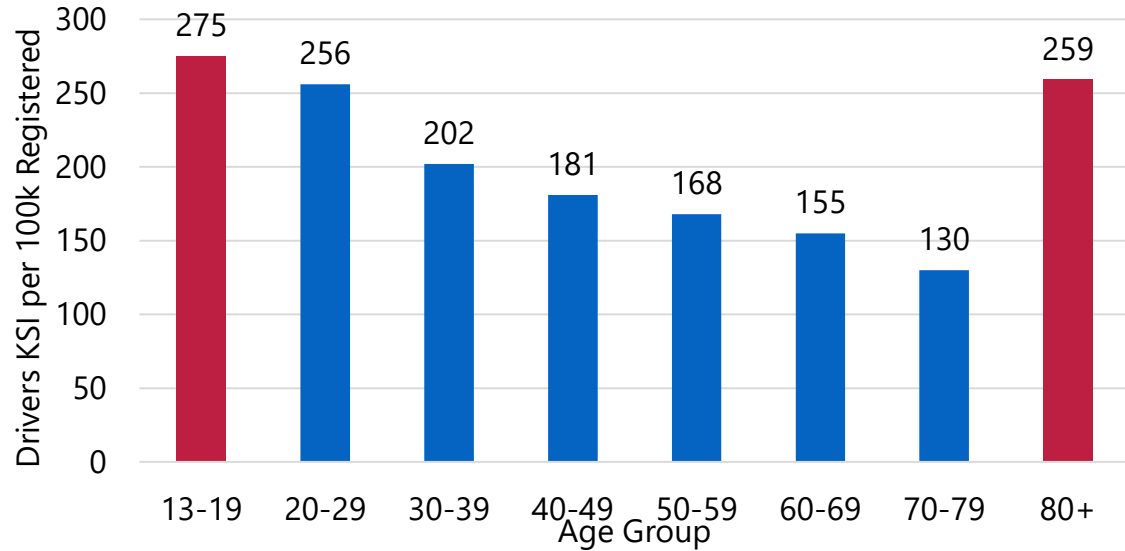


VISION ZERO

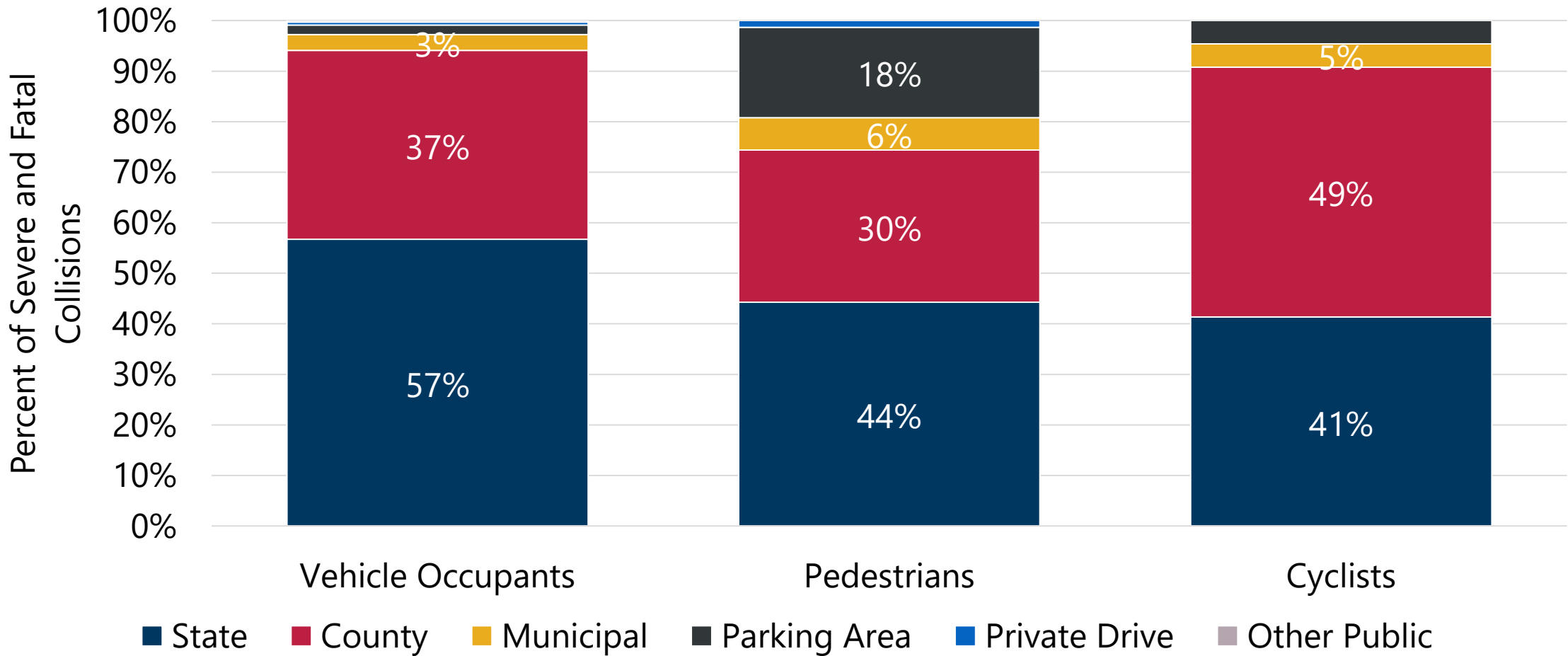
**NO TRAFFIC DEATHS BY 2030
IN MONTGOMERY COUNTY**



AGE OF PERSON KILLED OR SEVERELY INJURED



DATA ANALYSIS – COLLISIONS BY ROADWAY OWNER



	State	County	Municipal	Total
Lane Miles	1,167	4,877	773	6,817
Percent of Total	17%	72%	11%	100%