

Area	Action Item	Action Item	MCDOT Related	MCFRS Related	MCPD Related	PIO Related	Lead	Support	Deadline	Metric(s)	Why do this?	Change from 4th to 5th Draft	Change from 3rd to 4th Draft
Engineeri	ENG-1	Undertake a detailed, multi-disciplinary Countywide crash study to provide a comprehensive understanding of traffic crash causes, contributing factors, locations, and roadway characteristics. This study should identify the high injury areas (HIAs) and provide the foundation for the ten year action plan	Yes (Lead)	NO	Yes (Support)	NO	CountyStat (countywide), MCDOT (HIAs)	MCPD	Identify priority HIAs by 12/31/2017	Complete Action	Identifying collision patterns, types, and similar site characteristics is required to use our resources in a targeted manner to eliminate severe and fatal collisions.	8/29: Changed MCDOT from support to lead for HIAs 8/29: Deadline changed to 12/31/2017	
Engineeri	ENG-2	Establish a committee to review and revise roadway design standards and develop complete street guidelines utilizing leading practices from groups such as NACTO, ITE, and AASHTO for various types of roadways within the County. The review should prioritize reducing opportunities for high-speed collisions through physical or temporal separation, reducing motor vehicle speeds where separation cannot be achieved, and developing proper environmental countermeasures (lighting, signing, marking).	Yes (Lead)	NO	NO	NO	MCDOT	M-NCPPC	Publish revised road designs by 10/1/2019	Complete Action	County Council Bill 33-13 ( <a href="https://www.montgomerycountymd.gov/COUNCIL/Resources/Files/bill/2013/20141125_33-13.pdf">https://www.montgomerycountymd.gov/COUNCIL/Resources/Files/bill/2013/20141125_33-13.pdf</a> ) requires the adoption of a complete streets policy. Adoption of road design standards that align to Vision Zero goals are essential in order to identify and implement proper safety countermeasures.	8/29: Changed action item from "Revise County Road Code" to "Update County Road Design Standards." Updated the action item text to include development of a complete streets policy. 9/11: Added "signals" to last line of action	7/19: Changed from 3/1/2018 to 9/1/2019
Engineeri	ENG-3	Implement a Road Safety Audit process for all new County road and facility projects.	Yes (Lead)	NO	NO	NO	MCDOT		Implement new process by 10/1/2018	Complete Action	Ensure that all work performed by MCDOT has a safety-first approach and includes citizen's input.	9/11: Changed to clarify RSA based on FHWA definition. 9/11: Changed due date to end of year one.	7/19: moved from 11/1/2017 to 4/1/2018
Engineeri	ENG-4	Develop a program to review transit stop locations and conditions to ensure safety and accessibility. Priority will be given first to HIAs, but all stops will be reviewed every 5 years.	Yes (Lead)	NO	NO	NO	MCDOT	WMATA, SHA	Develop program review requirements by 4/1/2018	Percentage of transit stops with safe crossings, Number of severe and fatal collisions related to going to or leaving a transit stop	A significant number of pedestrian crashes are associated with transit users crossing to/from transit stops. Redevelopment or even small changes can modify pedestrian desire lines driving the need for continual reevaluation	8/29: Updated the "Why do this?" section based on MCDOT's feedback	Added metric "% of bus stops with safe crossings" based on M-NCPPC feedback 7/19: Changed from 11/30/2017 to 4/1/2018 7/20: moved from 4/1/2018 to 9/1/2018
Engineeri	ENG-5	Redesign trail crossings and intersections with safety as a priority. Crossings identified as high risk (high posted speed, multiple lanes, and roadway median) will be transformed first.	Yes (Lead)	NO	NO	NO	MCDOT	M-NCPPC, SHA	Develop list of priority trail crossings and intersections for modification by 10/1/2018	Percentage of trails and intersections with safe crossings, Number of severe and fatal collisions at trail crossings and intersections	Ensure that trail users can cross safely.	9/11: added intersections to this action item based on feedback from MCDOT and public	Added metric "% of trails with safe crossings" based on M-NCPPC feedback 7/19: moved from 11/30/2017 to 9/1/2018
Engineeri	ENG-6	Identify, at minimum, two high injury areas where the County and State can jointly implement safety improvement projects	Yes (Lead)	NO	NO	NO	MCDOT	SHA	Identify potential project areas by 1/1/2018	# of severe and fatal collisions occurring in high injury areas	The majority of severe and fatal collisions occur on state-maintained roads. These joint projects will encourage a positive working relationship.	9/11: Clarified the Jan deadline is for identifying potential project areas, not that a project must be in place by then.	Added "identify areas by 1/1/2018" based on Venu's feedback
Engineeri	ENG-7	Complete a comprehensive review of pedestrian timings at the 750+ County-maintained signalized intersections to ensure they meet the revised walking speed standard. Use latest technology and standards to implement innovative pedestrian and bicycle signals (such as leading pedestrian interval, HAWK beacon, Barnes dance, etc.) to provide effective and safe crossing.	Yes (Lead)	NO	NO	NO	MCDOT	SHA	Ongoing Effort	% of pedestrian signals meeting walking speed standards	Pedestrian signals must allow enough time for all pedestrians to cross safely.	9/11: Based on public feedback, this action item was broadened to incorporate innovative ped and bike signals	Moved from candidate to current action item Venu agreed to this action item. The "Why add?" reasoning has been updated.
Engineeri	ENG-8	Using the sidewalk inventory as a guide, accelerate the sidewalk building program with priority projects in high injury areas	Yes (Lead)	NO	NO	NO	MCDOT		Publish a list identifying high priority areas lacking sidewalks by 4/1/2018 and complete priority projects by 10/1/2019	Linear feet of sidewalk produced	Safe facilities can reduce the number of pedestrians and cyclists in the roadway	9/11: Incorporated former ENG-8 (complete sidewalk inventory) into this measure since inventory is already underway.	Moved from candidate to current action item
Engineeri	ENG-9	Using the Bicycle Master Plan as a guide, construct new bikeway facilities to create a highly-connected, convenient and low-stress bicycling network	Yes (Lead)	NO	NO	NO	MCDOT	M-NCPPC, SHA	Ongoing Effort	% of roadways defined a "low stress" for bicycle riders	Low-stress bike lanes allow for more people to bike and create needed separation from traffic.	9/11: working with Planning on potential new metric	Moved from candidate to current action item

Enforcement	ENF-1	Establish a multi-disciplinary review team that will review each fatal crash as soon as possible after the event to identify potential actions the County can take at that or other similar locations to address safety issues. The team should look at all possible causal factors and present findings to the public.	Yes (Support)	NO	Yes (Lead)	NO	MCPD	MCDOT, CountySta t, M-NCPPC, SHA	Establish team by 11/15/2017	Complete Action	The team ensures diverse perspectives are represented when determining potential counter-measures to respond to traffic fatalities.	9/11: changed deadline from 9/30/17 to 11/15/2017 assuming late October plan release. Removed FIX acronym 9/19: updated "Why do this?"	7/20: Moved start date from 9/1 to 9/30
Enforcement	ENF-2	Increase enforcement of distracted, impaired, and aggressive driving behaviors. Enforcement activities should concentrate in the high injury areas, during peak seasons, and specific times of day. Enforcement should be performed in conjunction with education campaigns.	No	NO	Yes (Lead)	Yes (Support)	MCPD	PIO	Ongoing Effort	Hours of dedicated enforcement	For enforcement to be effective at curbing dangerous driving behaviors, there must be consistent high visibility enforcement.	9/11: cleaned up action item phrasing and added language about ped/bike laws	
Enforcement	ENF-3	Increase the use of automated enforcement to address excessive speeds, red-light, and stopped bus violations	Yes (Support)	NO	Yes (Lead)	NO	MCPD	MCDOT	Ongoing Effort	current measure - reduction in speed related crashes along Safe Speed corridors ((working with MCPD on new measures))	Automated enforcement has been proven to curb dangerous driving behaviors when used throughout the County.	9/11: changed "safety camera" to "automated enforcement"	
Enforcement	ENF-4	Use unmarked cars to assist with aggressive and distracted driving enforcement	No	NO	Yes (Lead)	NO	MCPD		12/1/18	Complete Action	Unmarked police vehicles can be more effective at identifying distracted drivers.		7/20: moved start date from 11/1/2017 to 12/1/2018
Enforcement	ENF-5	When possible and practical, inform judicial system regarding high visibility enforcement and its connection to traffic safety	No	NO	Yes (Lead)	NO	MCPD	MD Courts	Complete initial outreach by 4/1/2018	Complete Action	Enforcement actions need to be supported and reinforced by judicial system	9/19: Updated action title, why do this and deadline	7/20: moved start date from 10/1/2017 to 4/1/2018
Education and Training	EDU-1	Develop a communication and outreach strategy for specific groups most at risk of being involved in a serious or fatal collision (e.g. seniors, school-aged kids)	Yes (Support)	NO	Yes (Support)	Yes (Lead)	PIO	CEX, MCDOT, MCPD	12/30/17	Complete Action	Need a strategy to properly identify the means in which the County will perform outreach.		7/20: moved start date from 12/30/2017 to 4/1/2018
Education and Training	EDU-2	Expand the County's Safe Routes to School (SRTS) activities to all schools and initiate comprehensive traffic safety education for pedestrian, bicycle, and driver safety at appropriate ages	Yes (Support)	NO	NO	NO	MCPD	MCDOT	Expand SRTS by start of 2019-2020 school year	Reduction in severe and fatal collisions involving school-aged children	Through SRTS, the County Government and Public Schools can initiate targeted education and engineering projects to improve the pedestrian environment and encourage more students to walk or bike to their school	9/11: Adjusted timeline to have agreement in place by the 2019-2020 school year 9/29: Replaced "program" with "activities" 9/29: Updated "why do this?" since the 0-19 age group is not overrepresented	
Education and Training	EDU-3	Establish an on-bike education program to teach bike safety skills to all elementary school children	Yes (Support)	NO	NO	NO	MCPD	MCDOT	Have agreement between MCPD and MCDOT to expand SRTS by start of 2019-2020 school year	Reduction in severe and fatal collisions involving school-aged children on bicycles	School-aged children are over-represented in bicycle collisions. Working in schools are the best way to reach this group.	9/11: Adjusted timeline to have agreement in place by the 2019-2020 school year	Updated using Nadj's language to include all elementary school children.
Education and Training	EDU-4	Establish a fund to allow government and non-governmental agencies to target education to specific at-risk groups. Groups receiving funds must have a clear link to the Vision Zero, create a business plan for outreach efforts, and provide, at minimum, yearly activity reports.	Yes (Support)	NO	Yes (Support)	NO	Steering Committee	CEX, MCDOT, MCPD	Solicit proposals by 6/1/2018	Increased awareness of dangerous driving, biking, and walking behaviors	Montgomery County Government has limited staff and resources to do targeted outreach. Non-governmental organizations in the community can utilize their existing networks to better reach specific groups.	9/11: adjusted to align proposals with the new fiscal year	
Education and Training	EDU-5	Educate key staff in MCDOT, MCPD, MCPD, MNCPPC, and the County Executive's Office on the tenants of Vision Zero either in formal presentations, roll calls, senior management meetings, etc.	Yes (Support)	NO	Yes (Support)	NO	Steering Commi	MCDOT, MCPD, MCPD, M-NCPPC, CEX	Complete first round of awareness trainings by 10/1/2018	# of County employees given training	Frontline employees must be aware of Vision Zero in order to build the culture of safety and accountability.	9/11: Adjusted timeline to reflect an October plan release	
Education and Training	EDU-6	Create opportunities for team building and communication across departments participating in Vision Zero	No	NO	NO	NO	Steering Committee		Hold at least two collaboration events by 10/1/2018	# of collaboration events held each year	Need to create cross collaboration opportunities in order to reinforce the culture change required to implement Vision Zero	9/11: Adjusted timeline to reflect an October plan release	
Education and Training	EDU-7	Use County programs to increase awareness of the safety impacts of sleep apnea, fatigue, drowsy driving and vehicle operation by those medically at risk, as well as older drivers.	Yes (Lead)	Yes (lead)	Yes (Lead)	Yes (Support)	MCFRS, MCPD, PIO		Complete first round of awareness trainings by 10/1/2018	Number of County employees given training	Impaired driving is not limited to drug and alcohol use. Drivers should be aware of when they are too fatigued to drive.	9/11: Adjusted timeline to reflect an October plan release	

Education and Training	EDU-8	Establish a future technology task force to keep track and report on new technologies and methods that can improve the County's Vision Zero efforts. The task force should report on, but not limited to, new roadway countermeasures, safety enforcement, driverless vehicles, and new vehicle technology.	Yes (Support)	NO	Yes (Support)	Yes (Support)	Chief Innovation Officer	MCDOT, PIO, MCPD	12/2018 for 1st Report	Complete Action	The County must stay abreast of what is happening with vehicle and roadway technology. Some advancements may help with roadway safety (collision avoidance systems) where others may cause more distractions (entertainment systems).		
Education and Training	EDU-9	Identify major employers, TDM programs, and HOAs to deliver Vision Zero training and messaging	Yes (Support)	NO	NO	Yes (Lead)	PIO	MCDOT	12/1/18	Number of businesses/groups participating in Vision Zero programming	Community partners are necessary to build a culture of traffic safety in the County.		
Traffic Incident Management	TIM-1	Maintain time to scene and time to hospital response times that meet or exceed department standards	No	Yes (lead)	NO	NO	MCFRS		Ongoing Effort	90th percentile response time for injury collision dispatches	A key measure of service quality for Fire and Rescue service is a prompt response to medical emergencies.		
Traffic Incident Management	TIM-2	Formalize a plan and training for all first responders for safe incident management	No	Yes (lead)	Yes (Lead)	NO	MCFRS, MCPD		10/1/18	Reduction in the number of severe or fatal collisions occurring while in transport or on-scene of a traffic collision	Ensure safe and collaborative response to traffic collisions.	9/11: adjusted timelines to reflect October plan release	7/20: moved from 7/1 to 9/1/2018
Education and Training	TIM-3	Expand emergency response driver training program to all police officers	No	NO	Yes (Lead)	NO	MCPD		10/1/19	Reduction in the number of severe or fatal collisions occurring while in transport or on-scene of a traffic collision	The County as an employer must provide a safe working environment for its employees. Collisions cost taxpayers due to damaged vehicles and injured employees unable to work.	9/11: adjusted timelines to reflect October plan release	Moved from EDU-5 to TIM-3 for better balance in the action areas and it is related to TIM. 7/20: moved out a year from 7/1/2018 to 9/1/2019
Traffic Incident Management	TIM-4	Provide emergency response agencies with temporary traffic controls (e.g. truck mounted attenuators and arrow boards) and suitable training to deploy these devices during emergency responses.	No	Yes (lead)	Yes (Support)	NO	MCFRS	MCPD	Procure traffic control devices for a pilot program by 10/1/2018	Reduction in the number of severe or fatal collisions occurring while in transport or on-scene of a traffic collision	Provide a safe working environment and smooth traffic control while clearing traffic crash.	9/11: adjusted timelines to reflect October plan release 9/19: in the deadline, set for the beginning of a pilot program	
Law, Policy & Advocacy	LPA-1	Identify state laws, policies, and regulations that are hindering the County's progress towards Vision Zero and develop strategies to update them. Emphasis should be on laws that allow for innovative engineering (such as high intensity activated crosswalk signals) and ability to lower speed limits to align with leading Vision Zero practices.	Yes (Support)	NO	Yes (Support)	Yes (Support)	OIR	CEX, MCDOT, MCPD, PIO, M-NCPPC, SHA	Identify changes needed by 12/1/2017	Successful passage of new laws, policies, and regulations	The County needs to have its laws, policies, and regulations reflect the safe systems approach.	9/11: Included "county" in first line of action	
Law, Policy & Advocacy	LPA-2	Establish an equity task force with community representatives in areas most affected by traffic safety issues, poverty, low car ownership and/or high transit use to ensure appropriate strategies, approaches, and messaging around Vision Zero	Yes (Support)	NO	Yes (Support)	Yes (Support)	Steering Committee	CEX, MCDOT, MCPD, PIO	Establish task force by 11/30/2017	Complete Action	Equity is core to Vision Zero and needs to be prioritized in all actions.		7/20: moved from 10/31/2017 to 11/30/2017
Law, Policy & Advocacy	LPA-3	Appoint a Vision Zero Coordinator to oversee implementation of this plan and promote Vision Zero throughout the county.	No	NO	NO	NO	Steering Committee		Appoint interim manager in October 2017 with full-time manager by January 2018	Complete Action	This initiative cuts across multiple departments and agencies and needs a single point of contact to ensure all projects are moving and meeting deadlines.	9/11: adjusted timelines to reflect October plan release	
Law, Policy & Advocacy	LPA-4	Create a Vision Zero website that contains all Vision Zero related information	Yes (Support)	NO	Yes (Support)	Yes (Lead)	PIO	DTS, MCDOT, MCPD, CountyStat	Launch initial webpage with plan release. Have full page build-out by 11/15/2017	Complete Action	A core piece of Vision Zero is connecting with the community. One of the easiest ways to reach out is to have a website that allows residents to learn more and engage with the initiative.	9/11: adjusted timelines to reflect October plan release	
Law, Policy & Advocacy	LPA-5	Create a Vision Zero concerns map that encourages the public to contribute information about crashes, near misses, and locations with perceived safety issues.	Yes (Support)	NO	NO	Yes (Support)	CountyStat	MCDOT, M-NCPPC, PIO	Publish map for public input by 11/30/2017, Update VZ Steering Committee on results quarterly	Complete Action	The concerns map can be used to supplement the County's collision data.	9/11: adjusted timelines to reflect October plan release	7/20: changed start date from 8/1/2017 to 10/1/2017 and removed close date

Law, Policy & Advocacy	LPA-6	Complete a Pedestrian Master Plan for the County to address the unique issues faced by pedestrians and people with disabilities	Yes (Lead)	NO	NO	NO	MCDOT, M-NCPPC		Complete master plan by 10/1/2019	Complete Action	The County needs to have a comprehensive plan for how pedestrian facilities should be built and maintained in the County similar to the bicycle master plan.	9/11: adjusted timelines to reflect October plan release	7/20: moved from 7/1 to 9/1/2019
Law, Policy & Advocacy	LPA-7	Publish collision data on dataMontgomery and create interactive views of the data for easier consumption and analysis by the public	No	NO	Yes (Support)	NO	DTS	MCPD, CountyStat	Publish data by 11/1/2017	Complete Action	By opening collision data to the public, the County's progress can be tracked in near real-time and additional insights regarding crashes can be gained from the public's analysis.	9/11: Moved up timeline to align with progress already made by dataMontgomery and MCPD teams	
Law, Policy & Advocacy	LPA-8	Improve collision data collection by MCPD through prioritization of essential data elements and improved approval/revision process	Yes (Support)	NO	Yes (Lead)	NO	MCPD	CountyStat	Start outreach by 11/30/2017	Number of reports with key data elements missing	Having key fields blank or filled out incorrectly hinders the data analysis and future action plan development.	9/11: adjusted timelines to reflect October plan release	
Law, Policy & Advocacy	LPA-9	Establish links with peer Vision Zero communities to create a shared learning community	Yes (Support)	NO	Yes (Support)	Yes (Support)	Steering Committee	CEX, MCDOT, MCPD, PIO	Start outreach in 12/1/2017	Hold at least one annual meeting with other Vision Zero communities	Other Vision Zero communities have lessons learned that can be used by the County.	9/11: adjusted timelines to reflect October plan release	7/20: moved from 9/1 to 12/1
Law, Policy & Advocacy	LPA-10	Review existing traffic safety programs to determine their effectiveness in reaching the Vision Zero goal	Yes (Support)	NO	Yes (Support)	Yes (Support)	Steering Committee, CountyStat	CEX, MCDOT, MCPD, PIO, OMB	Release results by 10/1/2018	Complete Action	All traffic safety programs should align to a safe systems approach and the County must adjust any programs that do not align.	9/11: adjusted timelines to reflect October plan release Changed from "audit" to "review" to better reflect scope of work	7/20: moved from 7/1/2018 to 9/1/2018
Law, Policy & Advocacy	LPA-11	Encourage the larger municipalities in the County (Gaithersburg, Rockville, Takoma Park) to participate or create their own Vision Zero Plan	No	NO	NO	NO	Steering Committee		Complete initial outreach to municipalities by 12/1/2017	Complete Action	Working with Rockville, Gaithersburg and Takoma Park will help to address collisions that occur in those municipalities.	9/11: adjusted timelines to reflect October plan release	
Law, Policy & Advocacy	LPA-12	Proactively engage research organizations (such as IIHS, NIH, NHTSA) in the Vision Zero initiative to support rigorous evaluation and development of best practices	No	NO	NO	NO	Steering Committee		Reach out to potential research partners by 12/1/2017	Complete Action	The County has organizations that can provide expertise for implementing a safe systems approach and determines what works.		
Law, Policy & Advocacy	LPA-13	Adopt new vehicle fleet purchasing policy to include purchasing specifications for crash avoidance systems, side and under-run guards, mirrors and lighting for buses.	Yes (Support)	NO	NO	NO	PRO	DGS, MCDOT	Finalize policy by 10/1/2018	Reduction in collisions involving County-owned vehicles	Collision avoidance systems can lower the probability of being in a collision. For example, vehicles equipped with automatic braking reduce rear-end crashes by 40%. <a href="http://www.iihs.org/iihs/news/desktopnews/crashes-avoided-front-crash-prevention-slashes-police-reported-rear-end-crashes">http://www.iihs.org/iihs/news/desktopnews/crashes-avoided-front-crash-prevention-slashes-police-reported-rear-end-crashes</a> .	9/11: adjusted timelines to reflect October plan release	7/20: moved from 7/1/2018 to 9/1/2018
Law, Policy & Advocacy	LPA-14	Initiate ten-year plan development with an open and transparent process	No	NO	NO	NO	Steering Committee		Start developing the draft in September 2018, complete by September 2019	Complete Action	The County must have a long-term plan to get to zero by 2030.		