1) Welcome and Introductions                      Kristy Daphnis (10 min)

2) Restatement of Vision Zero Policy              Wade Holland (5 min)

3) Report on Recent Fatal and Serious Injury Crashes in Wheaton/Glenmont Area  
   Capt. Tom Didone, MCPD (15 min)

4) Overview and Perspective: Pedestrian Safety in Wheaton/Glenmont-area  
   John Wetmore, Perils for Pedestrians (15 minutes)

5) National View: NTSB Recommendations from recent Ped Safety Special Report  
   Leah Walton (15 minutes)

6) National/Regional View: Potential Treatments, including those used in other locations,  
   Dan Goodman, Toole Design Group (15 min)

7) County/State Actions and Plans: Recent Improvements and Current or Future Plans (15 min)  
   Matt Johnson, MCDOT  
   Derek Gunn, SHA

8) Opportunity for Public Comment and Input (30 minutes)

9) PBTSAC Member Discussion: Next Steps (15 minutes)

10) General Business                               Kristy Daphnis (15 min)

    A. Other Fatal and Serious Injury Pedestrian and Bicycle Crashes, MCPD

    B. Brief Status Update: Vision Zero 2-year Plan Implementation, Equity Task Force, Fatal Review Team, VZ Coordinator Hiring, 10-year Plan Development

    C. Suggestions for Upcoming Topics or Speakers

    D. Other items

Adjourn – 9:30 pm

2018 Upcoming Meeting Dates: November 29, January 24, March 28
Overview

• Challenges
  • Peak versus non-peak (speed + urban centers)
  • Multiple threat
  • Long distances between marked crossings and signals
  • Lighting

• Opportunities
  • Reducing speed
  • Providing refuge
  • Improving lighting
  • Transit
The image illustrates a comparison between a conventional road layout and one that includes flexibility for separated bike lanes. The conventional layout (top) consists of a 5-foot shoulder, a 3-foot bike lane, a 14-foot vehicle lane, and a 12-foot vehicle lane, totaling 36 feet. The new layout (bottom) shows the addition of a 2-foot buffer zone, making it 40 feet overall. This flexibility enables separated bike lanes, improving safety for cyclists. The diagram highlights the benefits of incorporating bike lanes, making the road more accommodating for all users.
PEDESTRIAN HYBRID BEACON AND CROSSING ISLAND

RECTANGULAR RAPID FLASHING BEACON AND CROSSING ISLAND
48 Fatalities in Dark, Unlighted Conditions from 2013-2014; Only 2 from 2016-2017

Notes: 2017 data is preliminary and may climb as later crash reports are filed. There are more fatalities reported here than the Michigan Traffic Crash Facts web site since the latter ignores crash reports that are filed late.
Safety effects of automated enforcement systems

This new PBIC info brief summarizes the latest research on the safety effects of automated speed and red light enforcement systems.

Search the PBIC Website
Insert search terms here

Search

Join our monthly webinars

PBIC hosts free monthly webinars on a wide range of topics related to walking and bicycling. Check out our upcoming schedule and view our archived episodes.

Find flexible design guidance
Safe Transportation for Every Pedestrian (STEP)

Cost-effective countermeasures with known safety benefits can help reduce pedestrian fatalities at uncontrolled crossing locations and unsignalized intersections.

Pedestrians account for over 17.5 percent of all fatalities in motor vehicle traffic crashes, and the majority of these deaths occur at uncontrolled crossing locations such as mid-block or un-signalized intersections. These are among the most common locations for pedestrian fatalities generally because of inadequate pedestrian crossing facilities and insufficient or inconvenient crossing opportunities, all of which create barriers to safe, convenient, and complete pedestrian networks.

Expecting pedestrians to travel significantly out of their way to cross a roadway to reach their destination is unrealistic and counterproductive to encouraging healthier transportation options. By focusing on uncontrolled locations, agencies can address a significant national safety problem and improve quality of life for pedestrians of all ages and abilities.

Pedestrian Countermeasures

FHWA is promoting the following pedestrian safety countermeasures through the fourth round of Every Day Counts (EDC-4):

- **Road Diets** can reduce vehicle speeds and the number of lanes pedestrians cross, and they can create space to add new pedestrian facilities.
- **Pedestrian hybrid beacons** (PHBs) are a beneficial intermediate option between RRFBs and a full pedestrian signal. They provide positive stop control in areas without the high pedestrian traffic volumes that typically warrant signal installation.
- **Pedestrian refuge islands** allow pedestrians a safe place to stop at the midpoint of the roadway before crossing the remaining distance. This is particularly helpful for older pedestrians or others with limited mobility.
- **Raised crosswalks** can reduce vehicle speeds.
- **Crosswalk visibility enhancements**, such as crosswalk lighting and enhanced signing and marking, help drivers detect pedestrians—particularly at night.
Improving traffic safety for vulnerable road users: recent and ongoing NTSB activities and products

Leah Walton
Montgomery County PBTSAC Meeting
September 17, 2018
Governance

- Independent Federal agency
- Reports directly to Congress
- **No regulatory authority**
- Composed of five Board Members
- ~420 full time staff
- ~ $110 million budget
Our Mission

The NTSB is an independent Federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in the other modes of transportation – highway, marine, railroad and pipeline – and issuing safety recommendations aimed at preventing future accidents.
INTEGRITY
TRANSPARENCY
INDEPENDENCE
EXCELLENCE
NTSB
On-scene Highway Investigations

- Typically on-scene
  - Within 12 to 24 hrs
  - For 7 to 10 days
- We work with:
  - Law enforcement
  - Motor carriers
  - State highway organizations
  - Vehicle and component manufacturers

Party Process

- NTSB
- Manufacturers
- Law Enforcement
- State DOTs
- Motor Carriers
NTSB and vulnerable road users

- 1970s – safety studies on pedestrians and bicyclists
- Accident investigations
- 2013 – Safety studies on single unit trucks
- 2016-2017 – Safety studies on speeding
- 2015-2017 – Pedestrian safety
- 2018-2019 – Safety studies on bicyclist safety
Pedestrian safety special investigations

- Pedestrian Safety Forum: May 2016
- Pedestrian Investigations: 2016-2017
- Pedestrian Report: September 2018
Understanding pedestrian safety

Planning safer streets for pedestrians

Enhancing pedestrian safety through design and countermeasures

Improving pedestrian safety through vehicle technology
15 Pedestrian Investigations

• Occurred between April 2016 – November 2016
• 2 Investigators “launched”
  • Documented crash scenes
    • Computational photography, digital processing
  • Completed data collection forms
  • Interviewed witnesses
  • Met w/ local law enforcement
Accident investigations and data analysis
Safety Issues focused in the Special Investigative Report

- Vehicle-based improvements
  - Vehicle headlight performance
  - Vehicle physical design
  - Collision Avoidance Technologies

- Infrastructure Improvements
  - Pedestrian Safety Action Plans
  - Expanding Local Site-Specific Planning Activities
Safety Issues focused in the Special Investigative Report

• Data design and collection
  • Pedestrian Exposure Data
  • Crash data for system development and research
  • Improved Aggregated Event Data
Other Elements of Special Investigative Report

- Short summary of each crash investigation
- Pedestrian Crash Investigation Form
- Pedestrian Safety Forum Participants
- Directions for accessing the Docket for full investigative reports
Pedestrian Safety Special Investigative Report

This companion site provides interactive access to summary information of the 15 investigations and select observations in the supplemental data report.

Investigation summaries | Data exploration

Fatal pedestrian crash locations (2007-2016)

This map is used to display all fatal pedestrian crashes (with known locations, expressed in latitude and longitude coordinates) for the 10-year period (2007-2016). There were a total of 46,878 crash locations (99% of all fatal pedestrian crash locations were included in this map).

Click the search icon (upper left corner, magnifying glass symbol) then enter a place name, such as a city (e.g., Washington DC). The map will then zoom to the area and the locations will be revealed.

The map is set to show locations by light condition categories. Click legend (upper right hand corner) to see the categories. You can click on each symbol then click the accident report link (More info) to see the NHTSA FARS crash level details.

In May 2016, the National Transportation Safety Board (NTSB) hosted a forum intended to begin a public conversation about pedestrian safety. After the forum, the NTSB began investigating a series of 15 fatal crashes in which highway vehicles killed pedestrians. In 2016, during the project design phase, the set of 15 investigative cases represented the average number of pedestrian fatalities every day. By the time the project was complete, the average had increased to 16 a day.

This special investigation report discusses the public forum and previous NTSB investigations related to pedestrian safety, including the 15 fatal pedestrian crashes, and makes recommendations to improve pedestrian safety. The report addresses vehicle-based changes, infrastructure improvements, and data needs for improving pedestrian safety. Given that the poor visibility of people walking in and around moving vehicles is a serious problem, the report considers improvements to vehicle lighting systems that are being developed but are not yet in place. The report also considers other vehicle systems that can improve pedestrian safety and recognizes the need for local transportation planning work to improve pedestrian safety. Several recommendations target data needs to better guide the implementation of countermeasures and to gauge the effectiveness of programmatic efforts. The report makes recommendations to the National Highway Traffic Safety Administration, the Federal Highway Administration, and the Centers for Disease Control and Prevention.
Pedestrian Safety Special Investigative Report

Fatal pedestrian crash locations (2007-2016)

This map is used to display all fatal pedestrian crashes (with known locations, expressed in latitude and longitude coordinates) for the 10-year period (2007-2016). There were a total of 40,078 crash locations (99% of all fatal pedestrian crash locations were included in this map).

Click the search icon (upper left corner, magnifying glass symbol) then enter a place name, such as a city (e.g. Washington DC). The map will then zoom to the area and the locations will be revealed.

The map is set to show locations by light condition categories. Click legend (upper right hand corner) to see the categories. You can click on each symbol then click the accident report link (More info) to see the NHTSA FARS crash level details.

State pedestrian fatality rates

This map shows pedestrian deaths per 100,000 persons by state in 2016 (using FARS 2016 preliminary data). Click on each state to look at year-to-year death rates (2010-2016) along with trend visualization using bar charts.

Pedestrian fatalities in large cities (2016)
Pedestrian Safety Special Investigative Report

Fatal pedestrian crash locations (2007-2016)

This map is used to display all fatal pedestrian crashes (with known locations, expressed in latitude and longitude coordinates) for the 10-year period (2007-2016). There were a total of 46,678 crash locations (99% of all fatal pedestrian crash locations were included in this map).

Click the search icon (upper left corner, magnifying glass symbol) then enter a place name, such as a city (e.g. Washington DC). The map will then zoom to the area and the locations will be revealed.

The map is set to show locations by light condition categories. Click legend (upper right hand corner) to see the categories. You can click on each symbol then click the accident report link (More info) to see the NHTSA FARS crash level details.

State pedestrian fatality rates

This map shows pedestrian deaths per 100,000 persons by state in 2016 (using FARS 2016 preliminary data). Click on each state to look at year-to-year death rates (2010-2016) along with trend visualization using bar charts.

Pedestrian fatalities in large cities (2016)
NTSB Field Investigations (2016)

The fatal pedestrian crashes investigated in support of the pedestrian safety project and this special investigation report are summarized below. They span an approximately 6-month period from April to November 2016 and are given in order of occurrence.

The cases were selected on the basis of investigative staff availability and consideration for the opportunity to identify and coordinate a timely investigative response. The set does not reflect the distribution of national pedestrian fatalities (FARS) data. Nor does it include hit-and-run crashes, although historically, as many as one in five pedestrian fatalities are caused by hit-and-run vehicles (NHTSA 2018). Hit-and-run drivers do not stop to render aid. Because the movement of the crash vehicles was of primary investigative interest, no hit-and-run crashes were among the cases selected for the project.

The NTSB determined the probable cause for each of the pedestrian crashes investigated. Local law enforcement officials were responsible for determining violations of state laws and for filing criminal charges, as appropriate. In cases involving criminal prosecution, a determination of the court’s decision might not have been available at the time of the NTSB’s investigation. However, information about law enforcement actions such as issuing citations or filing other criminal charges is included in the NTSB public docket if available.

Washington Metropolitan Area
Pedestrian Safety Special Investigative Report

Riverdale, MD

NTSB Case No. HWY11069009
Public Docket | Accident Brief | Google Street View

**Description:** About 6:15 p.m. on Sunday, April 24, 2011, a 1998 Toyota Corolla four-door sedan was traveling north on Kenilworth Avenue (State Route 211) in Riverdale Park, Prince George’s County, Maryland. As the 55-year-old female driver approached the intersection of Kenilworth Avenue and Tuckerman Street, the traffic signal for northbound vehicles was green. The driver observed a male pedestrian walking east in the middle of the intersection, trying to cross Kenilworth Avenue. The driver applied the brakes and attempted to steer left, away from the pedestrian, but the car struck him in the left northbound through lane of the intersection.

Because of the impact, the 55-year-old pedestrian rode up onto the vehicle’s hood and collided with the passenger side of the windshield before rolling off the right side of the car. After sliding along the pavement, the pedestrian came to rest 52 feet from the point of impact. The driver stopped at the scene, then left the area to seek assistance, calling 911 at 9:21 p.m. After the driver left the scene, a Riverdale Park police officer, on routine patrol, encountered the pedestrian lying facedown on the right shoulder of the road. The officer requested medical assistance for the pedestrian. The pedestrian was transported to Prince George’s Hospital Center, where he died of his injuries.

**Probable cause:** The NTSB determined that the probable cause of the crash was the pedestrian’s decision to cross a multilane arterial highway in the middle of the intersection. Contributing to his poor decision-making was impairment from alcohol. Also contributing to the crash was the intersection design, which failed to consider pedestrian traffic.
To the 15 states with automated speed enforcement restrictions:

Amend current laws to remove operational and location restrictions on the use of automated speed enforcement, except where such restrictions are necessary to align with best practices. (H-17-33)

The Honorable Larry Hogan
Governor
State of Maryland

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On July 25, 2017, the NTSB adopted its report Safety Study: Reducing Speeding-Related Crashes Involving Passenger Vehicles, SS-17/01. The details of this Safety Study and the resulting safety recommendations may be found in the attached report, which can also be accessed at http://www.ntsb.gov.

Among the Safety Recommendations is one issued to the State of Maryland, which can be found on page 57 of the report.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate a response within 90 days, detailing the actions you have taken or intend to take to implement this recommendation. When replying, please refer to the safety recommendation by number. We encourage you to submit your response to correspondenc@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.
So what does this mean for Montgomery County?

• MoCo can adopt any NTSB recommendation and implement it locally, even if the Feds or State have not moved on the recommendation

• MoCo PBTSAC can use NTSB findings and recommendations to bolster justification in resource requests

• PBTSAC can advocate for recommended legislation, or educate law makers on recommendations
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Favorite Podcast Platform
Our plan to eliminate fatalities and severe injuries on our roads by 2030

Two-year action plan • Update to PBTSAC • 09/27/18
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.

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.
## 2018 Severe and Fatal Crash Forecast

### Persons Involved

<table>
<thead>
<tr>
<th>Persons Involved</th>
<th>2016</th>
<th>2017</th>
<th>2018 Estimate</th>
<th>2018 Target</th>
<th>Target to be Met?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motor Vehicle Occupants</td>
<td>220</td>
<td>190</td>
<td>170</td>
<td>222</td>
<td>Likely</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>52</td>
<td>72</td>
<td>63</td>
<td>60</td>
<td>Unlikely</td>
</tr>
<tr>
<td>Cyclists</td>
<td>20</td>
<td>12</td>
<td>10</td>
<td>14</td>
<td>Likely</td>
</tr>
<tr>
<td>TOTAL</td>
<td>292</td>
<td>274</td>
<td>243</td>
<td>296</td>
<td>Likely</td>
</tr>
</tbody>
</table>

**NOTE:** Forecast based on severe and fatal crashes occurring between Jan 2012 – August 2018 and uses Exponential Smoothing (ETS) algorithm to produce future estimates with a 95% confidence interval.
Website Redesign
• New website is live! Some small fixes still being added.
• Safety feedback map is live! [bit.ly/vzsafetymap](bit.ly/vzsafetymap)

Vision Zero Coordinator
• Draft of request for proposal (RFP) being reviewed by County Executive’s Office and Risk Management (for insurance requirements).
• Once posted by Procurement, will be open for bids for at least 30 days.
• Goal is to have Coordinator on board by the end of the year.

Equity Task Force
• Secured contractor support for facilitation, research, and final report.
• Draft of task force framework sent to Steering Committee and PBTSAC for review.
• PBTSAC has sent the County potential task force members, but haven’t confirmed participants.

Fatal Crash Review Team
• MCPD and CountyStat have developed meeting framework with goal of having first review session in October. *Looking for two members from public to participate.*
Hispanic and Non-Hispanic Black/African American residents have a 33% higher traffic fatality rate compared to Non-Hispanic White residents.

Source: Centers for Disease Control and Prevention, National Center for Health Statistics. Underlying Cause of Death 2011-2015 on CDC WONDER Online Database, released December 2016.

Note: Rates for cyclists and Asian/Pacific Islander not shown due to rates that fell below the reporting threshold.

EQUITY TASK FORCE

3-5 facilitation meetings this summer

Consultants to facilitate and write final report

County staff to participate & provide task force info.

PBTSAC & community members set direction

Looking for task force members that represent Montgomery County, especially vulnerable road users

Source: Centers for Disease Control and Prevention, National Center for Health Statistics. Underlying Cause of Death 2011-2015 on CDC WONDER Online Database, released December 2016.

Note: Rates for cyclists and Asian/Pacific Islander not shown due to rates that fell below the reporting threshold.
DRAFT FRAMEWORK FOR EQUITY TASK FORCE MEETINGS

MEETING 1
Defining Equity

MEETING 2
Equity and Traffic Engineering

MEETING 3
Equity and Police Enforcement

MEETING 4
Equity and Safety Education

MEETING 5
Wrap-Up
Montgomery County Brings Vision Zero to the Suburbs

Montgomery County is expanding its safety initiatives to the county’s suburban areas to reduce crashes and death tolls. The County’s Vision Zero program is designed to reduce severe and fatal crashes on county roads by integrating new and local safety features, and by increasing public awareness.

Project and Activity Updates

- **August MD Vision Zero Study**

  The Vision Zero team is in the process of conducting a Vision Zero study for the Bethesda area, which will help identify and prioritize safety improvements.

- **City Cycling Class**

  There are free City Cycling Classes offered by Montgomery County in coordination with the Bethesda/Chevy Chase ACP and BikeDC on Saturdays and Sundays. The classes provide fun and educational activities for all levels of cycling proficiency.

- **Meeting for Bethesda Bikeway**

  The group is meeting to discuss the status of the Bethesda Bikeway project, which will connect multiple transit centers and parks. The meeting will also address community concerns about bike safety and bike routes.

Tweets by MontgomeryCtyMDGOV

Vision Zero Participation Gateway

- **Service Requests**

  You can submit requests for service needs, such as street or sidewalk maintenance, by visiting the Montgomery County website.

- **Safety Concerns**

  You can report safety concerns, such as weak signals or barriers, by contacting Montgomery County directly.

- **General Feedback**

  You can provide feedback on the Vision Zero initiative by contacting Montgomery County.

- **Educational Resources**

  You can learn more about Vision Zero through educational resources provided by Montgomery County.

Upcoming Vision Zero Outreach Events

- **Click Here**

Vision Zero is a long-term initiative to make our streets safer for all users. By participating in these events, you can help make Montgomery County a safer place for all.
TWO-YEAR ACTION PLAN – ACTION ITEMS

**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
<table>
<thead>
<tr>
<th>Action Item</th>
<th>Due Date</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>ENG-1 Identify HINs for Modification</td>
<td>Identify priority HIN projects by 1/31/2018</td>
<td>Behind Schedule</td>
<td>1st round of reviews with county and state engineers complete. Each review used the top 10 crash locations identified in the action plan. Will be setting up next round of reviews.</td>
</tr>
<tr>
<td>ENG-2 Road Design Standards</td>
<td>Publish revised road designs by 11/1/2019</td>
<td>On-Going &amp; On-Schedule</td>
<td>MCDOT and M-NCPPC are advancing this action item together, with the first phase being funded by M-NCPPC. MCDOT has engaged a consulting team to assist and are scoping the effort now.</td>
</tr>
<tr>
<td>ENG-3 Road Safety Audits</td>
<td>Implement new process by 11/1/2018</td>
<td>On-Going &amp; On-Schedule</td>
<td>MCDOT is adding a preconstruction RSA activity to its design process</td>
</tr>
<tr>
<td>ENG-4 Review Transit Stops</td>
<td>Develop program review requirements by 5/1/2018</td>
<td>On-Going &amp; On-Schedule</td>
<td>MCDOT identified 265 bus stops that need to be reviewed and potentially modified. Completed Middlebrook &amp; MD 355 bus stop audits, two additional bus stop corridors will be audited by November 2018, one is for the Wheaton CBD.</td>
</tr>
<tr>
<td>ENG-5 Trail Crossings</td>
<td>Develop list of priority trail crossings and intersections for modification by 11/1/2018</td>
<td>On-Going &amp; On-Schedule</td>
<td>The first review of the CCT crossing with Little Falls Parkway was on 6/13, details here. MCDOT coordinating with MNCPPC on crossings for Rock Creek Trail, Diabase Trail, Hoyles Mill Trail, Muddy Branch Greenway Trail, Northwest Branch Trail, Upper Rock Creek Trail, Cabin John Trail, and more. MCDOT has conducted and reviewed speed studies and crossing plans. MCDOT providing ongoing engineering review for trail crossings including CCT &amp; Little Falls Parkway.</td>
</tr>
<tr>
<td>ENG-6 Collaboration w State</td>
<td>Identify potential project areas by 1/1/18</td>
<td>Behind Schedule</td>
<td>Working with MHSO and SHA to develop short- and long-term solutions for pedestrian safety in Wheaton and Glenmont.</td>
</tr>
<tr>
<td>ENG-7 Ped Signals</td>
<td>All pedestrian signals retimed to 3.5 feet/second by November 2019</td>
<td>On-Going &amp; On-Schedule</td>
<td>Plan modified to include 2 additional pedestrian actuated beacons, one at Muddy Branch &amp; Suffield and one at Forest Glen and Sligo. Retiming of pedestrian signals completed. Randolph St &amp; Livingston St originally planned as HAWK signal but now full signal. Muddy Branch &amp; Harmony Hall HAWK under construction, anticipate end of September 2018 completion date. Aspen Hill Shopping Center design complete, to be released for construction in two weeks.</td>
</tr>
<tr>
<td>ENG-8 Accelerate Sidewalk Building</td>
<td>Publish list of high priority areas lacking sidewalks by 4/1/18</td>
<td>Behind Schedule</td>
<td>A priority list has not yet been developed. Upcoming projects include 11 projects planned in FY19 under sidewalk and curb replacement CIP. Phase I of Oak Dr/MD 27 sidewalk of 4,550 linear feet. Franklin Ave sidewalk in funded in FY23.</td>
</tr>
<tr>
<td>ENG-9 Bicycle Network</td>
<td>On-going effort</td>
<td>On-Going &amp; On-Schedule</td>
<td>Significant additions coming to Silver Spring and Bethesda BiPPAs for separated bicycle facilities. MCDOT has developed a website, video, and brochure about how to use these new facilities at montgomerycountymd.gov/lookout</td>
</tr>
<tr>
<td>Action Item</td>
<td>Due Date</td>
<td>Status</td>
<td>Notes</td>
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</tr>
<tr>
<td><strong>ENF-1 Fatal Crash Review Team</strong></td>
<td>Establish team and hold first meeting by <strong>12/15/17</strong></td>
<td><strong>Behind Schedule</strong></td>
<td>MCPD and CountyStat have developed meeting framework and team goals. CountyStat will be confirming team members in September with the goal of first meeting in October.</td>
</tr>
<tr>
<td><strong>ENF-2 Enforcement Activity</strong></td>
<td>On-going effort</td>
<td><strong>On-Going &amp; On-Schedule</strong></td>
<td>September and early October focus on back to school safety. October will be a return to distracted driving. November is Street Smart.</td>
</tr>
<tr>
<td><strong>ENF-3 Automated Enforcement</strong></td>
<td>On-going effort</td>
<td><strong>On-Going &amp; On-Schedule</strong></td>
<td>Will be addressed in new request for proposals that is due to be let out in 2019.</td>
</tr>
<tr>
<td><strong>ENF-4 Unmarked Cars</strong></td>
<td>Purchase and use more unmarked cars by <strong>12/1/18</strong></td>
<td><strong>No Resources</strong></td>
<td>Due to budget constraints, the FY19 budget does not fund this item</td>
</tr>
<tr>
<td><strong>ENF-5 Collaboration w/ Courts</strong></td>
<td>Complete initial outreach by <strong>5/1/18</strong></td>
<td><strong>On-Going &amp; On-Schedule</strong></td>
<td>A public-private education campaign called &quot;Noah on Patrol&quot; was released on May 23. As part of &quot;Noah on Patrol,&quot; a courtwatch program will monitor impaired driving cases in the county. The State's Attorney Office will push for ignition interlocks in impairment cases.</td>
</tr>
</tbody>
</table>


<table>
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<tr>
<th>Action Item</th>
<th>Due Date</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>EDU-1 Comprehensive Strategy</td>
<td>Publish Strategy by 5/1/18</td>
<td>Behind Schedule</td>
<td>The Public Information Office has completed a draft and is being reviewed by MCDOT and CountyStat prior to release</td>
</tr>
<tr>
<td>EDU-2 Expand SRTS</td>
<td>Expand SRTS by start of 2019-2020 school year</td>
<td>On-Going &amp; On Schedule</td>
<td>Doubled the number of participants in &quot;Bike to School Day&quot; last quarter. Developed templates for school network maps to ensure that parents and school children will be familiar with walking and biking routes to school. SRTS will grow as it is one of five pillars of Montgomery County's Transforming Community Initiative. Learn more at <a href="https://www.institutephi.org/our-work-in-action/policy-health-systems-improvement/healthymontgomerytci/">https://www.institutephi.org/our-work-in-action/policy-health-systems-improvement/healthymontgomerytci/</a></td>
</tr>
<tr>
<td>EDU-3 On-bike Education</td>
<td>Agreement with MCPS by 19-20 school year</td>
<td>Not Started</td>
<td>Year 2 activity</td>
</tr>
<tr>
<td>EDU-4 Grant Program</td>
<td>Solicit proposals by 6/1/2018</td>
<td>No Resources</td>
<td>Due to budget constraints, the FY19 recommended budget does not fund this item</td>
</tr>
<tr>
<td>EDU-5 County Employee Safety Campaigns</td>
<td>Complete first round of awareness trainings by 11/1/2018</td>
<td>On-Going &amp; On Schedule</td>
<td>In April, MCFRS, MCDOT, and MCPD employees were sent information about distracted driving. Currently developing targeted material for key departments and divisions.</td>
</tr>
<tr>
<td>EDU-6 Team Building</td>
<td>Hold at least two collaboration events by 11/1/2018</td>
<td>Not Started</td>
<td>Currently developing potential opportunities for employees this summer</td>
</tr>
<tr>
<td>EDU-7 Sleep &amp; Safety</td>
<td>Complete first round of awareness trainings by 11/1/2018</td>
<td>Not Started</td>
<td>Activities will be during drowsy driving prevention week in November.</td>
</tr>
<tr>
<td>EDU-8 Future Tech</td>
<td>1st Report by 12/31/2018</td>
<td>Not Started</td>
<td>Moved this item to year 2. MCDOT and other experts presented to the County Council on September 26, 2017 about the future of autonomous vehicles in Montgomery County. Video of session is at: <a href="http://montgomerycountymd.granicus.com/MediaPlayer.php?view_id=169&amp;clip_id=13823&amp;meta_id=143448">http://montgomerycountymd.granicus.com/MediaPlayer.php?view_id=169&amp;clip_id=13823&amp;meta_id=143448</a></td>
</tr>
<tr>
<td>EDU-9 Community Partners</td>
<td>12/1/2018</td>
<td>On-going</td>
<td>Developing new materials to be used for outreach. Currently using materials developed by Public Information Office and distributed by street outreach teams and the Wheaton Urban District for pedestrian safety campaign.</td>
</tr>
<tr>
<td>Action Item</td>
<td>Due Date</td>
<td>Status</td>
<td>Notes</td>
</tr>
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</tr>
<tr>
<td>TIM-1 Emergency Services</td>
<td>On-going effort</td>
<td>On-going</td>
<td></td>
</tr>
<tr>
<td>TIM-2 TIM Plan</td>
<td>Create plan by <strong>11/1/2018</strong></td>
<td>Behind Schedule</td>
<td>Secured contractor support to help with development of the plan.</td>
</tr>
<tr>
<td>TIM-3 Police Driver Training</td>
<td>Improve driver training by <strong>11/1/2019</strong></td>
<td>Not Started</td>
<td></td>
</tr>
<tr>
<td>TIM-4 Temporary Traffic Control Devices</td>
<td>Procure traffic control devices for a pilot program by <strong>11/1/2018</strong></td>
<td>No Resources</td>
<td>Due to budget constraints, the FY19 recommended budget does not fund this item</td>
</tr>
<tr>
<td>Action Item</td>
<td>Due Date</td>
<td>Status</td>
<td>Notes</td>
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</tr>
<tr>
<td><strong>LPA-1</strong> Law &amp; Policy Change</td>
<td>Identify changes needed by 12/1/2017</td>
<td>Behind Schedule</td>
<td>Currently, the Steering Committee has not recommended changes for the 2019 legislative session.</td>
</tr>
<tr>
<td><strong>LPA-2</strong> Equity Task Force</td>
<td>Establish task force by 12/31/17</td>
<td>Behind Schedule</td>
<td>Steering committee and PBTSAC have decided to make this task force a sub-committee of PBTSAC. A contractor has been secured by CountyStat to aid in developing task force report. A draft of the meeting framework and goals was sent for PBTSAC review.</td>
</tr>
<tr>
<td><strong>LPA-3</strong> VZ Manager</td>
<td>Appoint interim manager 11/17 with full-time coordinator by 1/31/18</td>
<td>Behind Schedule</td>
<td>FY19 budget funds a contractor to coordinate and implement the Vision Zero Action Plan. The draft Request for Proposals is being reviewed by CEX, MCDOT, and PIO prior to sending to Procurement.</td>
</tr>
<tr>
<td><strong>LPA-4</strong> VZ Website</td>
<td>Have full page build-out by 11/30/17</td>
<td>Complete</td>
<td>Redesign of website was pushed out last week of September.</td>
</tr>
<tr>
<td><strong>LPA-5</strong> VZ Feedback Map</td>
<td>Publish map by 11/30/17</td>
<td>Complete</td>
<td>App has been built and tested. App was launched with redesigned website in late September. Link at bit.ly/vzsafetymap</td>
</tr>
<tr>
<td><strong>LPA-6</strong> Ped Master Plan</td>
<td>Complete master plan by 11/1/2019</td>
<td>On Schedule</td>
<td>Pedestrian connectivity mapping scheduled to start this summer and be complete at the end of FY19.</td>
</tr>
<tr>
<td>Action Item</td>
<td>Due Date</td>
<td>Status</td>
<td>Notes</td>
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</tr>
<tr>
<td><strong>LPA-7</strong> Public Crash Data</td>
<td>Publish by 11/1/17</td>
<td>Complete</td>
<td>All 3 tables are published and updating weekly. CountyStat will use these tables to build out dashboard.</td>
</tr>
<tr>
<td><strong>LPA-8</strong> Improve Crash Data Collection</td>
<td>Start outreach by 11/30/17</td>
<td>On-Going &amp; On Schedule</td>
<td>Currently MCPD has implemented training to address proper report writing within the academy classes as well as to audit reports for data entry errors. MSP has made some fields within the ACRS reports mandatory and some fields mandatory on dependencies to help in capturing all the relevant data per event.</td>
</tr>
<tr>
<td><strong>LPA-9</strong> Peer Collaboration</td>
<td>Start outreach by 12/1/17</td>
<td>Complete and On-Going</td>
<td>Montgomery County is a member of the Road to Zero coalition, works with the State as participants in Towards Zero Deaths, and started a regional vision zero cohort.</td>
</tr>
<tr>
<td><strong>LPA-10</strong> Review Safety Programs</td>
<td>Release results by 11/1/2018</td>
<td>Behind Schedule, Not Started</td>
<td>Plan to start review in summer 2018 along with Equity Task Force</td>
</tr>
<tr>
<td><strong>LPA-11</strong> Municipalities</td>
<td>Complete initial outreach by 1/1/18</td>
<td>Behind Schedule</td>
<td>Work with municipalities has been informal to this point. CountyStat will work with CEX to identify proper municipal contacts once the new website is up and running.</td>
</tr>
<tr>
<td><strong>LPA-12</strong> Research Partners</td>
<td>Reach out to potential research partners by 1/1/18</td>
<td>On-Going &amp; On Schedule</td>
<td>The County does not have funds to pay for research, but is open to participating or being a living laboratory for researchers. The County will reach out to local partners to gauge interest.</td>
</tr>
<tr>
<td><strong>LPA-13</strong> Vehicle Procurement</td>
<td>Finalize policy by 11/1/2018</td>
<td>Not Started</td>
<td>This action item has been moved to year two.</td>
</tr>
<tr>
<td><strong>LPA-14</strong> 10-Year Plan</td>
<td>Start feedback sessions in January 2019, complete by November 2019</td>
<td>Not Started</td>
<td>Focus in spring and summer is on getting two-year plan up and running prior to starting 10-year plan development.</td>
</tr>
<tr>
<td>Area</td>
<td>No Resources</td>
<td>Not Started</td>
<td>Behind Schedule, Not Started</td>
</tr>
<tr>
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</tr>
<tr>
<td>Engineering</td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Enforcement</td>
<td>1</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Education and Training</td>
<td>1</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Traffic Incident Management</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Law, Policy &amp; Advocacy</td>
<td></td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>3 (7%)</strong></td>
<td>*<em>7</em> (17%)**</td>
<td><strong>4 (10%)</strong></td>
</tr>
</tbody>
</table>

*Includes items not scheduled to begin until year two of the action plan.
NO TRAFFIC DEATHS BY 2030
IN MONTGOMERY COUNTY