



# 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 injury and fatal collisions from Montgomery County roadways.

## LINKAGE TO COUNTY RESULT AREAS

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

## PROGRAM CONTACTS

Contact Wade Holland, Vision Zero Coordinator at 240-777-2623; Brady Goldsmith of the Department of Transportation at 240-777-7170; Capt. Warren Jensen of the Department of Police at 240-773-6600; 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 initiative 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 Vision Zero 2030 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 injury and fatal collisions by 2030. The goal will be advanced through the completion of 45 action items in the areas of complete streets, a multi-modal future, and building a culture of safety. To learn more about Vision Zero and to read the 2030 Action Plan, visit the Vision Zero website.

## RESULTS

According to preliminary data, there were 270 serious injury and fatal collisions in 2024, a 27 percent reduction compared to the pre-Vision Zero five-year average from 2012 through 2016. To advance the county's long-term goal of zero serious injury and fatal crashes, the Montgomery County Department of Transportation (MCDOT) continued reviews of roadway segments within the High Injury Network (HIN) including Montgomery Village Avenue, Ridge Road, and Shady Grove Road. The Maryland Department of Transportation State Highway Administration (MDOT SHA) announced as part of the Pedestrian Safety Action Plan, it will advance the county's safety audit along New Hampshire Avenue (MD 650) for further design and construction. MCDOT continued installing protected bicycle lanes across the county. During fiscal year 2024, MCDOT and MDOT SHA had five projects completed or under construction, three completed design and were ready for construction, and twenty-one projects were under design. Educational efforts have been conducted in HINs, pedestrian collision hot spots, as well as targeted to high-risk groups including a bilingual language campaign for helping drivers and pedestrians understand the newly installed pedestrian hybrid beacons in the county. These efforts were conducted in coordination with enforcement efforts and have been used to change perceptions of risk and responsibility on the roads and sidewalks. For a full update, see the FY24 Vision Zero Annual Report

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available on the Vision Zero website.

The County Executive recommends \$133.0 million in FY26 expenditures in support of Vision Zero. The FY26 Recommended Operating Budget includes \$62.9 million for Vision Zero initiatives. In addition, the Capital Improvements Program (CIP) includes \$70.1 million in expenditures for FY26.

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 government programs currently supporting Vision Zero.

## Department of Transportation

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- Continued expansion of traffic signals and Pedestrian Hybrid Beacons (PHBs) to increase pedestrian and bicycle visibility and safety. Over sixty new PHBs and traffic signals have been installed by the county and State since the first Vision Zero Action Plan in 2018.
- Conducted bus stop safety audits along corridors throughout the county, focused on HIN corridors and road segments with high numbers of transit/bus stops and high pedestrian crossing volumes to improve safety and accessibility for transit users.
- Improved the ability of students to walk or bike to school safely through enhanced facilities as part of the Safe Routes to Schools program. This includes the evaluation and assessment of traffic and operational safety proximal to county schools.
- Participated in regional Street Smart education campaigns to enhance pedestrian safety. The campaigns use transit/bus shelters, transit-related advertising, and gas station advertising throughout Montgomery County to promote safe behaviors and raise awareness about the importance of bicycle and pedestrian safety. The four-week media campaigns, proffered twice yearly, are also coordinated with targeted enforcement actions. In 2024, the Street Smart campaign retired the *Shattered Lives* campaign and refreshed with a new *Slow Down, Life Ahead* messaging.
- Implemented traffic calming improvements including the installation of 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 vehicles traveling above the posted speed limit and a 44 percent reduction in pedestrian-vehicle collisions.
- Modified traffic signal phasing along some multilane roadways, such as Shady Grove Road, to regulate when left turns are permitted. By changing left-turn phasing and restricting left turns against opposing traffic, left-turn crashes at signalized intersections have been reduced. This initiative began at intersections where fatal crashes associated with left turns were documented, but this treatment is anticipated to be expanded to other signalized locations within the county.
- Implemented the Safe Streets Act of 2023 by installing no-turn-on-red and leading pedestrian intervals in urban areas and reviewing crashes involving people going to and from school.
- 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 enhancements on county roadways through the ADA compliance program.
- 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 impact safety in their communities.
- Conducted evaluations of pedestrian and bicycle facilities in eight of the county's twenty-eight Bicycle and Pedestrian Priority Areas (BiPPAs) and constructed improvements to pedestrian and bicycle connectivity and safety in these BiPPAs. Design is on-going for pedestrian and bike facilities along Veirs Mill Road, in Wheaton Central Business District, and Purple Line stations in Silver Spring and Langley Park.
- Updated accessibility design guide to improve safety for people with disabilities and align with the county's Complete Streets Design Guide.
- Coordinated with Maryland National Capital Park and Planning Commission to review and approve trail crossings and intersections, projects that enhance safety at many mid-block crossings throughout Montgomery County.

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- Coordinated with MDOT SHA to implement many safety improvements throughout important High Injury Network corridors. This year MDOT SHA advanced projects along New Hampshire Avenue and University Boulevard as part of SHA's Pedestrian Safety Action Plan.

## Department of Police

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- Managed and analyzed 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.
- Prioritized 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 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 2024 to January 2025 with 238 arrests for driving under the influence of alcohol and/or drugs. During the task force, the Montgomery County Police Department partnered with MCDOT and Alcohol Beverage Services (ABS) for a safety campaign providing safe alternatives to driving impaired.
- Coordinated with municipalities, Maryland Transportation Authority, and State Police for joint efforts to address excess speed and car races.
- Continued to implement countywide speed, red-light, and school bus camera enforcement to slow traffic to posted speed limits. MCPD's contract is expanding 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 crosswalk high visibility enforcement details;
  - 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.

## Office of Public Information

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- Elevated Vision Zero events, campaigns, and safety messaging through timely press releases, media advisories, and posts on social media.
- Continued the bilingual education of the public, in cooperation with all departments represented on the Vision Zero Steering Committee regarding the three main causes of fatal and serious-injury crashes, including distracted drivers, impaired driving 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  
FY26 Recommended Capital Improvements Program and Operating Budget**

Department	Project/Program	FY26 Recommended
<i>Capital Improvements Program (CIP)</i>		
<b>Maryland-National Capital Park and Planning Commission</b>	Trails: Hard Surface Design and Construction*	\$ 750,000
	Trails: Natural Surface & Resource-based Recreation	\$ 700,000
	Trails: Hard Surface Renovation	\$ 2,000,000
	Vision Zero*	\$ 750,000
	<b>Total M-NCPPC</b>	<b>\$ 4,200,000</b>
<b>Department of Transportation</b>	Pedestrian Facilities/Bikeways	\$ 47,477,000
	Intersection and Spot Improvements	\$ 2,532,000
	Pedestrian Safety Program	\$ 5,200,000
	Traffic Signals	\$ 5,753,000
	Guardrail Projects	\$ 341,000
	Neighborhood Traffic Calming	\$ 735,000
	Streetlighting	\$ 2,039,000
	Streetlight Enhancements CBD/Town Center	\$ 270,000
	U.S. 29 Streetlighting	\$ 1,553,000
		<b>Total Department of Transportation</b>
<b>Total FY26 CIP</b>		<b>\$ 70,100,000</b>
<i>Operating Budget (PSP)</i>		
<b>Department of Transportation</b>	Community/Transportation Safety	\$ 6,326,487
	Transportation Infrastructure Construction & Maintenance	\$ 21,244,952
	Transportation Policy, Planning, and Project Development	\$ 3,931,185
	Transportation Management, Operations and Emergency/Storm Response	\$ 9,018,967
	<b>Total Department of Transportation</b>	<b>\$ 40,521,591</b>
<b>Department of Police</b>	Police Enforcement for HIAs - Overtime	\$ 1,638,139
	Police Enforcement for HIAs - Data Analyst	\$ 164,490
	School Safety Program/General Fund	\$ 8,811,070
	Automated Traffic Enforcement	\$ 11,563,127
	<b>Total Department of Police</b>	<b>\$ 22,176,826</b>
<b>NDA-Vision Zero</b>	Vision Zero Oversight and Outreach	\$ 227,715
	<b>Total Department of Transportation</b>	<b>\$ 227,715</b>
<b>Total FY26 PSP</b>		<b>\$ 62,926,132</b>
<b>TOTAL FY26 RECOMMENDED EXPENDITURES (CIP &amp; PSP)</b>		<b>\$ 133,026,132</b>

Source: FY26 Recommended 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.

\*M-NCPPC received a Federal grant for \$3.5 million in FY25 for both Trails: Hard Surface Design and Construction and Vision Zero, which is why there is a large reduction in FY26.