


MEMORANDUM

November 9, 2018

TO: County Council

FROM:  Glenn Orlin, Deputy Director

SUBJECT: Pedestrian and traffic safety along State highways

PURPOSE: Briefing

On October 9 four students were injured near a school bus stop on northbound Georgia Avenue (MD 97) in Aspen Hill. This has raised concern once again about the preponderance of vehicle/pedestrian deaths and injuries in Montgomery County, especially along State highways. A letter from all Councilmembers to the Governor and the Maryland Department of Transportation Secretary asked for actions to improve safety not just in this section of Georgia Avenue, but also along other State roads in the urban and suburban areas, and that such improvements be implemented more expeditiously than they have been (©1-2). Press reports of the accident and subsequent reactions from the Council, Montgomery County Public Schools, and the State Highway Administration are on ©3-14.

State Highway Administrator Greg Slater has accepted the Council's invitation to present a briefing on this issue. Council staff has invited several other government officials to serve as resource persons during the discussion period after the Administrator Slater's presentation, including:

- Captain Thomas Didone, Traffic Division Director, Montgomery County Department of Police
- Todd Watkins, Transportation Director, Montgomery County Public Schools
- Wade Holland, CountyStat, who is serving as the interim Vision Zero Coordinator
- Al Roshdich, Director, Montgomery County Department of Transportation
- Christopher Conklin, Deputy Director for Transportation Policy, MCDOT
- Kristy Daphnis, Chair, Pedestrian, Bicycle, and Traffic Safety Advisory Committee

The power point presentation from the Vision Zero Steering Committee is attached at ©15-53.



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

October 16, 2018

The Honorable Larry Hogan, Governor
State of Maryland
100 State Circle
Annapolis, Maryland 21401

Peter K. Rahn, Secretary
Maryland Department of Transportation
7201 Corporate Drive, P.O. Box 548
Hanover, MD 21076

Dear Governor Hogan and Secretary Rahn:

On October 9th a motor vehicle struck four young students approaching a school bus stop on northbound Georgia Avenue (MD 97) in Montgomery County's Aspen Hill neighborhood. As of this writing, one of the students has life-threatening injuries. A police investigation is underway.

We have seen a steady climb in vehicle collisions with pedestrians during the past year. To date in 2018 we have had 11 pedestrians perish along roadways in Montgomery County, compared to 11 all last year and 8 in 2016. Of the 11 who died this year, 9 were along State highways. While we do not have the police report on this incident yet, this section of MD 97 has always been considered hostile to pedestrians and bicyclists. As with similar incidents during the past couple of years on River Road (MD 190) and Veirs Mill Road (MD 586), we want immediate action to make this section of upper Georgia Avenue safe for all.

While we are grateful for the safety improvements at the River Road and Veirs Mill Road accident sites, we think it took much too long to identify the solutions and implement them. We want much more immediate safety relief along upper Georgia Avenue, including, but not limited to, reducing the speed limit: 45 mph is much too high for this suburban area. Furthermore, we expect the State Highway Administration (SHA) to be much more proactive on other State highways to reduce the chance of further severe accidents.

Very soon we will hold a Council session when we expect SHA to present the steps it will take in the short term to address this issue on its highways. We need a much streamlined (i.e., faster) process at SHA to implement pedestrian safety improvements. We all espouse the objectives of Vision Zero; now is the time to see those objectives translate into action.

①

Sincerely,




Nancy Navarro
Council Vice President
District 4



Hans Reimer
Council President
At-Large



Roger Berliner
District 1



Craig Rice
District 2



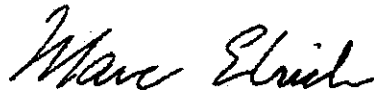
Sidney Katz
District 3



Tom Hucker
District 5



George Leventhal
At-Large



Marc Elrich
At-Large



Nancy Floreen
At-Large

cc: The Honorable Isiah T. Leggett, Montgomery County Executive
The Honorable Nancy King, Montgomery County Senate Delegation Chair
The Honorable Shane Robinson, Montgomery County House Delegation Chair
Gregory Slater, Administrator, State Highway Administration
Andre Futrell, District 3 Engineer, State Highway Administration

(2)

Updated: Four MCPS High School Students Injured, One Seriously, After Being Struck By Car at Bus Stop

Montgomery County detectives investigate why cars collided Tuesday morning on Georgia Avenue in Aspen Hill

BY GLYNIS KAZANJIAN

| Published: 2018-10-09 10:13 |

Updated at 3:30 p.m. Tuesday: Montgomery County detectives are investigating why two cars collided Tuesday morning on northbound Georgia Avenue in Aspen Hill, sending one of the cars onto a sidewalk where it struck and injured four John F. Kennedy High School students, including a 15-year-old boy who sustained life-threatening injuries, as they waited at a school bus stop.

The boy and the other students, a 15-year-old girl and two 14-year-old girls who sustained nonlife-threatening injuries, were transported to local hospitals, along with the driver of the white 2014 Volkswagen Jetta that allegedly struck them.

The driver, Henri Josue Guevara Chicas, age 21, of Galvez Street in Silver Spring, sustained nonlife-threatening injuries and was taken to a local hospital, police said Tuesday afternoon.

According to police, officers and county fire and rescue crews responded at 6:56 a.m. to the 13600 block of Georgia Avenue for a report of a collision involving the Volkswagen and a blue Ford 500 sedan driven by Saihou Bunama Bojang, 25, of Featherwood Court in Silver Spring.

The sedan was traveling northbound after exiting a gas station at 13615 Georgia Ave. when it collided with the Jetta, also traveling northbound. The collision sent the Jetta onto the sidewalk, where it struck the students, police said.

Bojang and a 25-year-old passenger were not injured, police said.

All three northbound lanes on Georgia Avenue remained closed until Tuesday afternoon as Montgomery County Fire and Rescue Service crews and county police investigated the scene. The lanes reopened at 1:30 pm., according to fire officials.

Police ask anyone with information to call the Collision Reconstruction Unit at 240-773-6620.

Crash Injuring MCPS Students Draws Heightened Attention to Pedestrian, Student Safety

School board recognizes school bus safety week, county planning department encourages Vision Zero participation

BY CAITLYNN PEETZ [FOLLOW @CAITLYNNPEETZ14](#)

| Published: 2018-10-10 11:20 |

The irony of recognizing school bus safety week on the same day four Montgomery County Public Schools students were hit by a car while waiting at a bus stop was not lost on the district's school board.

The board on Tuesday unanimously passed a resolution that states "each student riding a school bus should have a safe and secure environment that sets a positive tone for the day" and names Oct. 22 to 26 as National School Bus Safety Week.

Typically a routine item for the board, members this week lengthened the discussion in light of the crash that occurred the same morning, injuring four John F. Kennedy High School students as they waited at a bus stop on Georgia Avenue in Aspen Hill.

"Every parent kisses their child goodbye in the morning and expects they'll return home safely in the evening," said District 3 board member Pat O'Neill, who also called for heightened motorist awareness Wednesday in conjunction with National Walk to School Day. "I was horrified by the incident involving four

Kennedy students, and ... there are too many near misses. I hope everyone pays attention to kids going to and from school every day."

A 15-year-old boy sustained life-threatening injuries while a 15-year-old girl and two 14-year-old girls sustained non life-threatening injuries. All four teenagers and the driver of a vehicle involved in the crash were transported to local hospitals, according to police.

According to police, officers and county fire and rescue crews responded at 6:56 a.m. to the 13600 block of Georgia Avenue for a report of a collision involving a Volkswagen Jetta and a blue Ford 500 sedan driven by Saihou Bunama Bojang, 25, of Featherwood Court in Silver Spring.

The sedan was traveling northbound after exiting a gas station at 13615 Georgia Ave. when it collided with the Jetta, also traveling northbound. The collision sent the Jetta onto the sidewalk, where it struck the students, police said.

Bojang and a 25-year-old passenger were not injured, police said. The Volkswagen driver, 21-year-old Henri Josue Guevara Chicas, of Silver Spring, sustained non-life-threatening injuries.

The crash was "horrifying," but not surprising to Montgomery County Planning Board Chairman Casey Anderson. The county is, however, actively working to improve pedestrian safety in each community, he said, and has prioritized the Aspen Hill area where the children were injured.

"All Montgomery County residents deserve to be safe on our roads, sidewalks and trails and no one should be injured or killed trying to get to work or school," Anderson said in a statement. "These preventable collisions affect not only those directly involved but have a ripple effect throughout our communities. The Montgomery County Parks and Planning Departments are committed to prioritizing human lives over moving cars quickly through an area."

The Aspen Hill Vision Zero study kicked off in the area in late September, focusing explicitly on pedestrian safety on and near Georgia Avenue.

The Aspen Hill Vision Zero study is part of a larger, countywide plan to reduce the number of severe and fatal collisions among vehicle occupants, bicyclists and pedestrians.

The Vision Zero initiative focuses on employing traffic engineering, enforcement and education to foster a 35 percent reduction in severe injuries and fatalities by November 2019, according to a county press release.

Anyone upset by Tuesday morning's crash can get involved in progressing the Vision Zero project, Anderson said.

Residents can text concerns about road safety in Aspen Hill to county Planning Department staff and participate in a walk audit on Nov. 3 when county officials and residents will walk the Aspen Hill community and rate the sidewalks, intersections and roads.

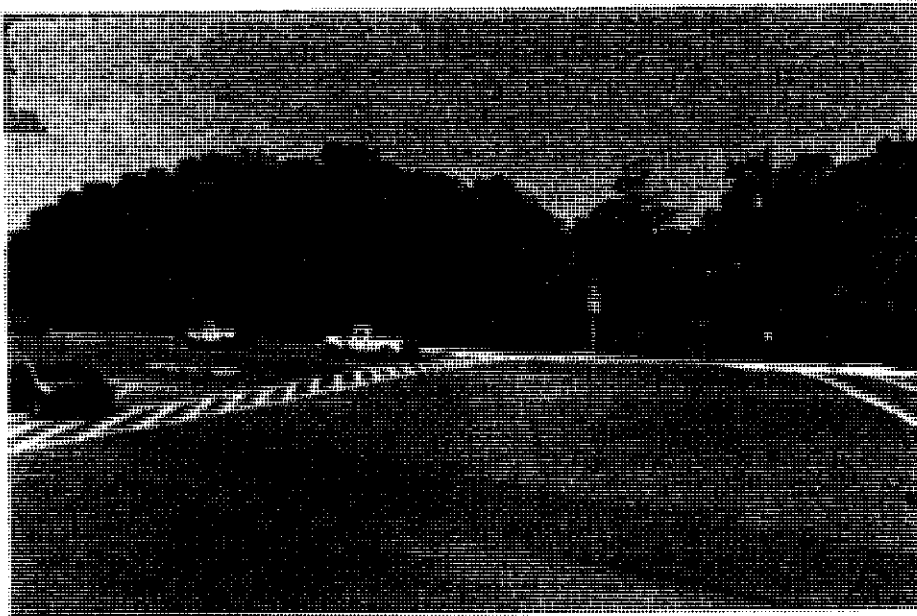
"One preventable death or severe injury is one too many. We have the tools—and the responsibility—to protect our neighbors as they move about our communities," Anderson said. "Let's do it together."

County Council Calls on Hogan To Reduce Speed Along Georgia Avenue

Members unanimously agree speed should be reduced from 45 mph in Aspen Hill

BY DAN SCHERE

Published: 2018-10-16 17:25 |



Georgia Ave and Hewitt Ave in Aspen Hill

FILE PHOTO

All nine members of the Montgomery County Council have signed a letter asking Gov. Larry Hogan and Maryland Transportation Secretary Pete Rahn to lower the 45 mph speed limit on a stretch of Georgia Avenue in Aspen Hill.

The letter comes in response to last week's collision on Georgia Avenue in Aspen Hill in which four students from John F. Kennedy High School were struck

and injured by a car as they were walking to a school bus stop. One of the students, 15-year-old Devin Garcia, sustained a brain injury, internal bleeding and broken bones in the incident.

“We want much more immediate safety relief along upper Georgia Avenue, including, but not limited to, reducing the speed limit: 45 mph is much too high for this suburban area. Furthermore, we expect the State Highway Administration (SHA) to be much more proactive on other state highways to reduce the chance of further severe accidents,” the council members wrote in the letter.

The council members noted in the letter that there have been 11 pedestrian deaths so far this year in the county, compared with 11 in 2017 and 8 in 2016. The council members praised the DOT for past improvements made at frequent accident sites along River Road and Veirs Mill Road.

The council members also stressed the need for the State Highway Administration to help carry out the objectives of the county's Aspen Hill Vision Zero Study. Vision Zero began in September and aims to reduce the number of pedestrian injuries and fatalities by 35 percent by November 2019 through traffic engineering, enforcement and education.

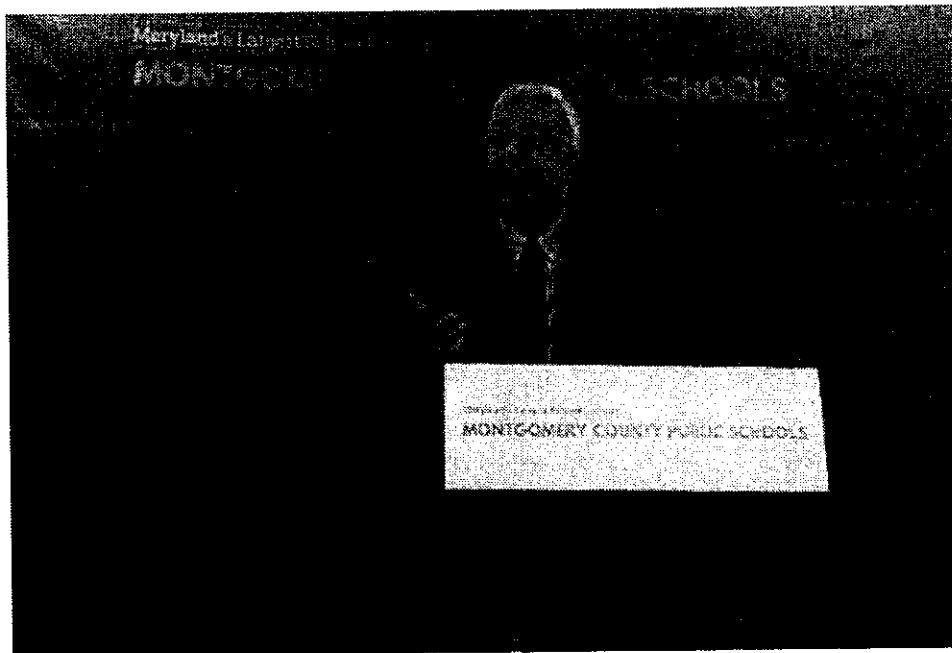
“We need a much streamlined (i.e., faster) process at SHA to implement pedestrian safety improvements. We all espouse the objectives of Vision Zero; now is the time to see those objectives translate into action,” the council members wrote.

MCPS Vows To Work With County, State To Increase Pedestrian Safety

Superintendent calls for increased fine for passing stopped school buses

BY CAITLYNN PEETZ [FOLLOW @CAITLYNNPEETZ14](#)

Published: 2018-10-18 15:37 |



Montgomery County Public Schools Superintendent Jack Smith speaks during a press conference Thursday morning in Rockville.

Following a spate of pedestrian-involved crashes in the county, including one that left a man with life-threatening injuries Thursday morning, Montgomery County Public Schools Superintendent Jack Smith said he intends to work closely with county officials to investigate ways to improve pedestrian safety.

Smith's inaugural monthly press conference at the Carver Educational Center in Rockville started 15 minutes late due to backed-up traffic following Thursday's pedestrian-involved crash at the intersection of MD Route 355 and Mannakee

Street, near the education center, delaying Smith's arrival. And Smith wasted no time in condemning the recent uptick in crashes, some of which have involved MCPS students.

"It's really, really heartbreaking. ... It's really tragic and difficult and none of us want to see those circumstances," Smith said during the press conference.

"[S]trikes fear in the heart of anyone with children, and all of us because we all have loved ones, and the thought they would be hit by a car is just really horrifying."

Last week, four John F. Kennedy High School students were struck by a car while waiting at a school bus stop on Georgia Avenue and one remains in critical condition. On Tuesday, two Northwest High School students were hit by a car in Germantown and sustained nonlife threatening injuries.

All nine members of the Montgomery County Council signed a letter this week asking Gov. Larry Hogan and Maryland Transportation Secretary Pete Rahn to lower the 45 mph speed limit on a stretch of Georgia Avenue in Aspen Hill in response to the crashes.

Smith said he and other school officials will continue to work closely with County Council members to write joint letters and testimony about pedestrian safety prior to the January gathering of the Maryland General Assembly.

"We're not the people who can change that but we can be a really good partner around our 206 schools and our 20 or so facilities to do whatever we can do to make it safer for everyone," Smith said.

MCPS will also work with county officials to implement Vision Zero, a countywide public safety initiative that employs traffic engineering, enforcement and education to foster a 35 percent reduction in severe injuries and fatalities by

November 2019, and MCPS has kicked off a districtwide strategy to teach all elementary students to use crosswalks when traversing a road.

“One of our hopes with that initiative is exactly what happened with littering in this country 40 years ago,” Smith said. “We tried to teach adults not to litter and it didn’t work so we taught kids not to litter and they taught their parents. We have gone from a very littered society to one that’s just always cleaner.”

Smith also called for an increased fine for passing stopped school buses with flashing lights activated and stop arms extended.

More than 50,000 citations have been issued since many MCPS school buses were outfitted with cameras in 2016 that capture such violations, and each citation carries a \$250 fine. But Smith said that’s simply not enough.

“I’m sorry, \$250 for a blatant action?” Smith asked. “There’s no way that you pass a school bus when the lights are on and all the red lights are on by accident.”

State Highway Administrator Says Pedestrian Safety on Aspen Hill Portion of Georgia Avenue Is a Priority

Slater will meet with Montgomery County Council in two weeks

BY DAN SCHERE

[Published: 2018-10-19 10:13 |

Greg Slater, the administrator of the Maryland State Highway Administration, says he had a visceral gut reaction when he heard that four students from John F. Kennedy High School had been struck by a car on Georgia Avenue, or MD Route 97, in Aspen Hill last week, critically injuring 15-year-old Devin Garcia.

Now more than ever is the time to improve pedestrian safety along Georgia Avenue, he says.

"It's horrible. I have children in high school. I read every single one of these reports. It's really important that we get better with every single one," he said.

Slater said in an Wednesday that he will meet with the Montgomery County Council in a couple of weeks, following a letter that all nine members signed Tuesday that calls for a reduction of the 45 mph speed limit on the Aspen Hill portion of Georgia Avenue. Asked whether that solution would be on the table, Slater said yes.

"Absolutely. We're open to any and all ideas to improve pedestrian safety," he said.

The letter from the council noted pedestrian deaths in the county had risen from eight in 2016 to 11 so far this year. Slater said those numbers mirror statewide pedestrian fatality deaths, which have accounted for about 20 percent of overall statewide highway fatalities in the last 10 years.

Slater attributes the high numbers of fatalities to speed.

“When a pedestrian is hit at 40 miles per hour, there’s an 85 percent chance of death. But at 20 miles per hour it goes down to 5 percent,” he said, citing data from the Federal Highway Administration.

Slater said he recognizes that speed limits can only be lowered so far on major thoroughfares, but other steps can be taken, such as reducing the width of traffic lanes, which will force drivers to slow down. He said one immediate step the state highway administration plans to take is to resurface Georgia Avenue between University Boulevard in Wheaton and White Oak Drive. Road work began in August but has been delayed by rain. Most of the work, he said, will take place next spring. The project will involve narrowing the width of the lanes to 10 feet, except for curb lanes, which will remain at 12 feet.

Slater said that stretch of Georgia Avenue has become increasingly popular with pedestrians who patronize businesses there.

“If you look at the use of that roadway and how much has changed with the number of businesses, you have people actively walking and biking,” he said.

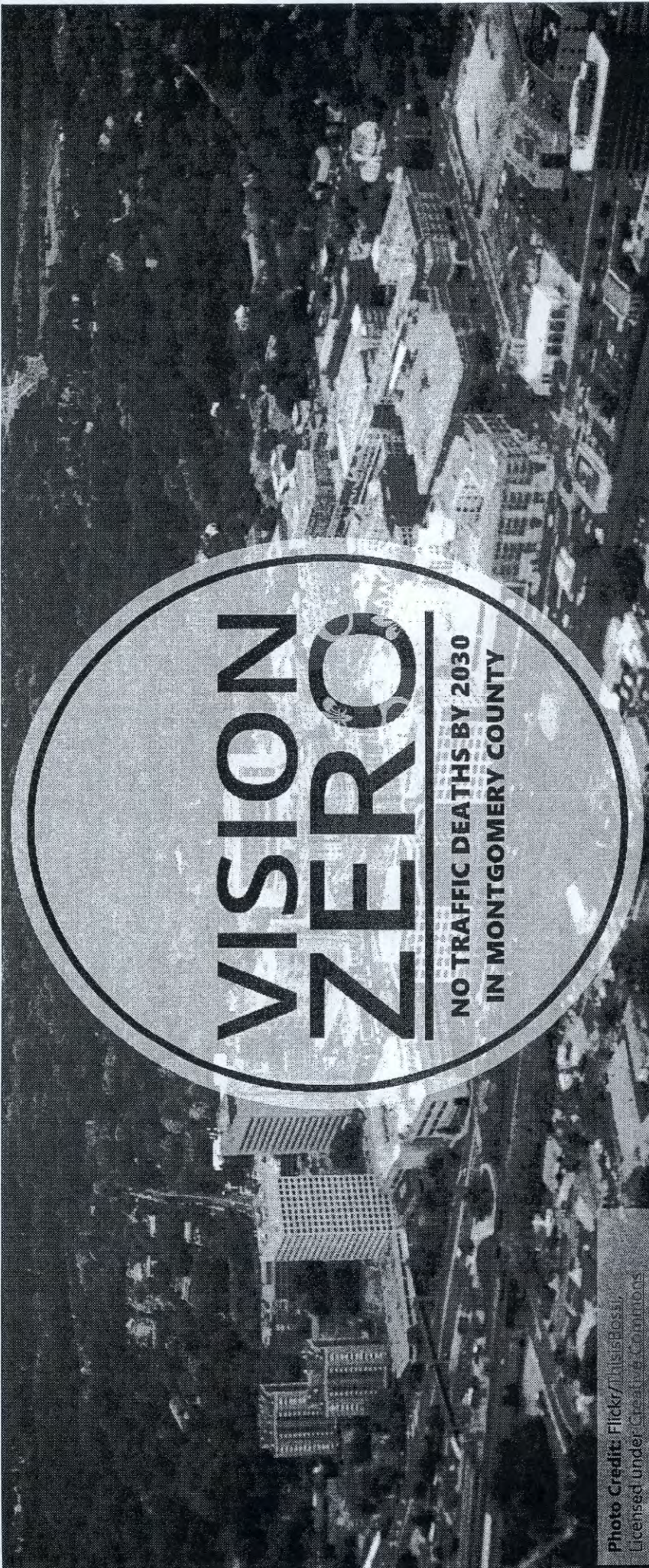


Photo Credit: Flickr/ThisIsBest,
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OUR PLAN TO ELIMINATE FATALITIES AND SEVERE INJURIES ON OUR ROADS BY 2030

PEDESTRIAN SAFETY • UPDATE TO COUNTY COUNCIL • 11/13/18

- I. Fatal Crashes for All Roadway Users – P.3
- II. Pedestrian Crash Stats Overview – P.6
- III. Pedestrian Crashes Near Public Schools – P.13
- IV. State and County Collaboration – P.17
- V. Engineering Projects for Pedestrian Safety – P.23
- VI. High Visibility Enforcement – P.30
- VII. Pedestrian Safety Education – P.33
- VIII. Get Involved – P.36

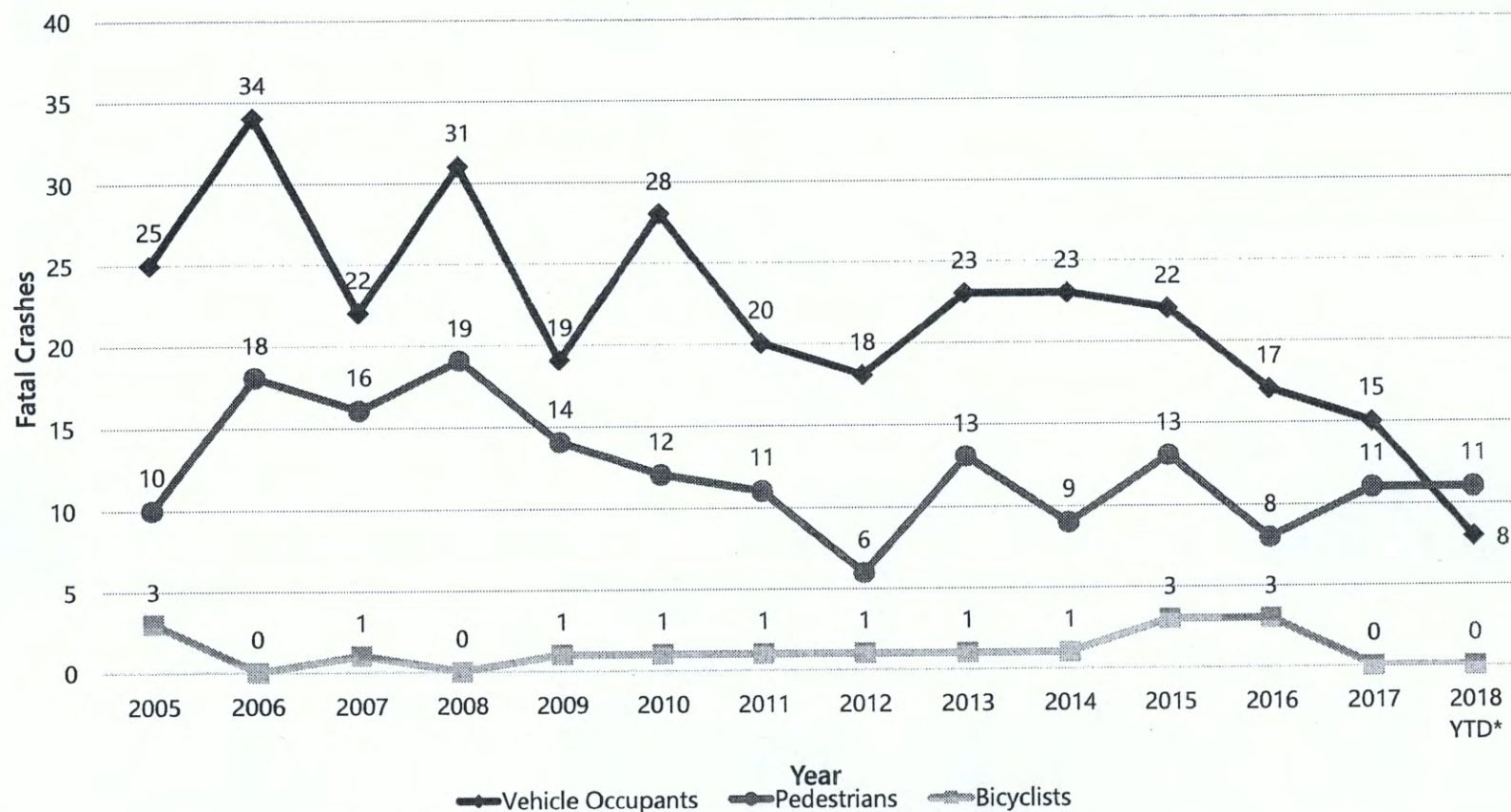


FATAL CRASHES FOR ALL ROADWAY USERS



FATAL CRASHES BY YEAR

VISION ZERO



Fatal crashes for vehicle occupants have been at record lows the past two years and on pace to remain low in 2018.

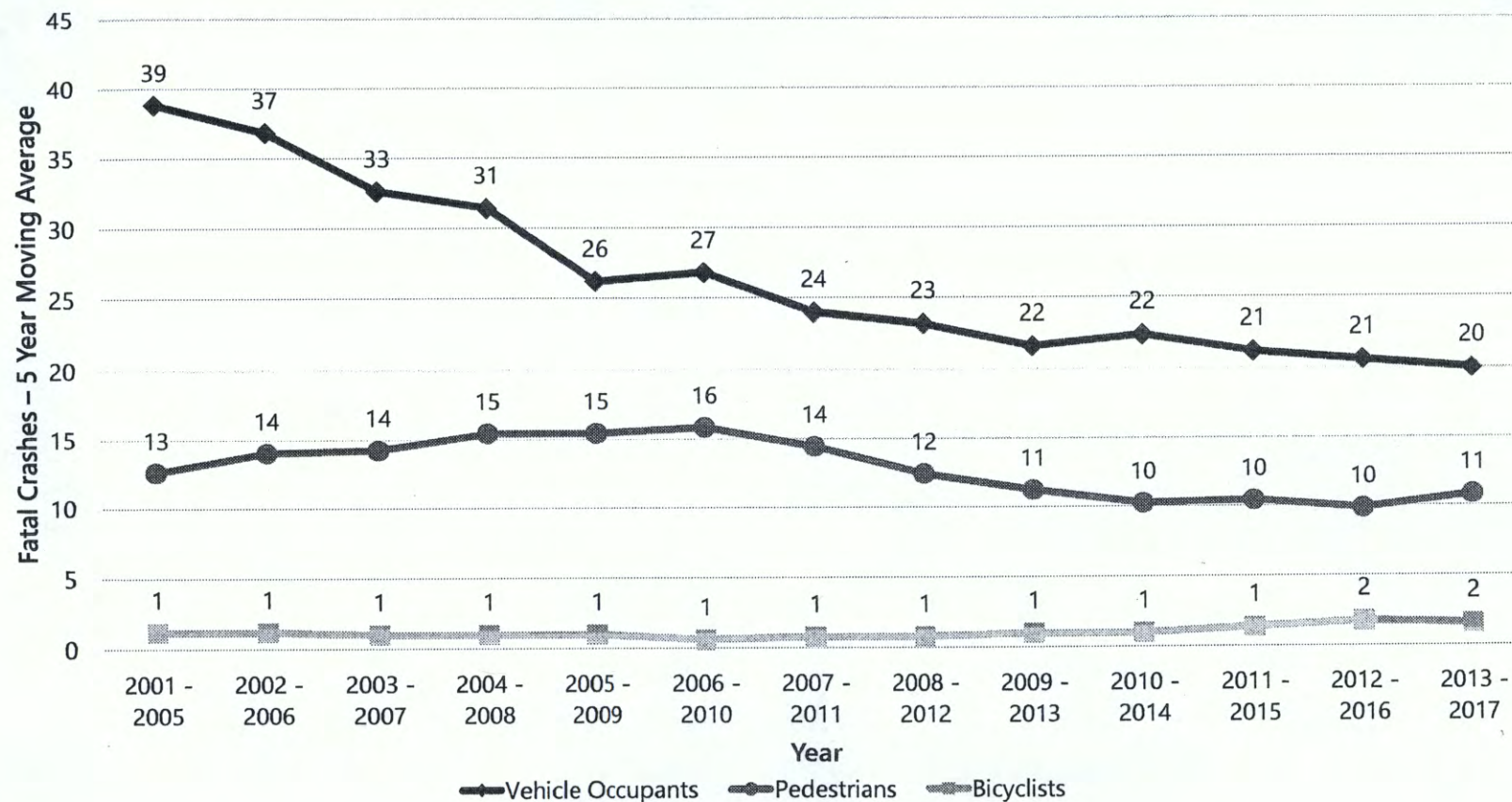
After two years of 3 cyclist fatalities, 2017 reversed the increasing trend with zero cyclist fatalities.

For pedestrians, 2018 is likely to eclipse the 11 fatal crashes in 2017.

Source: MCPD Collision Reconstruction Unit
 *2018 data through September 30 and subject to change

5 YEAR MOVING AVERAGE FOR FATAL CRASHES

**VISION
ZERO**



To smooth out the data and see the long-term trend, this chart shows the 5-year moving average for fatal crashes.

Of note, full funding for the pedestrian safety initiative started in FY10 and since then the number of pedestrian fatalities dropped from an average of 15 crashes to 10 crashes.

Source: MCPD Collision Reconstruction Unit

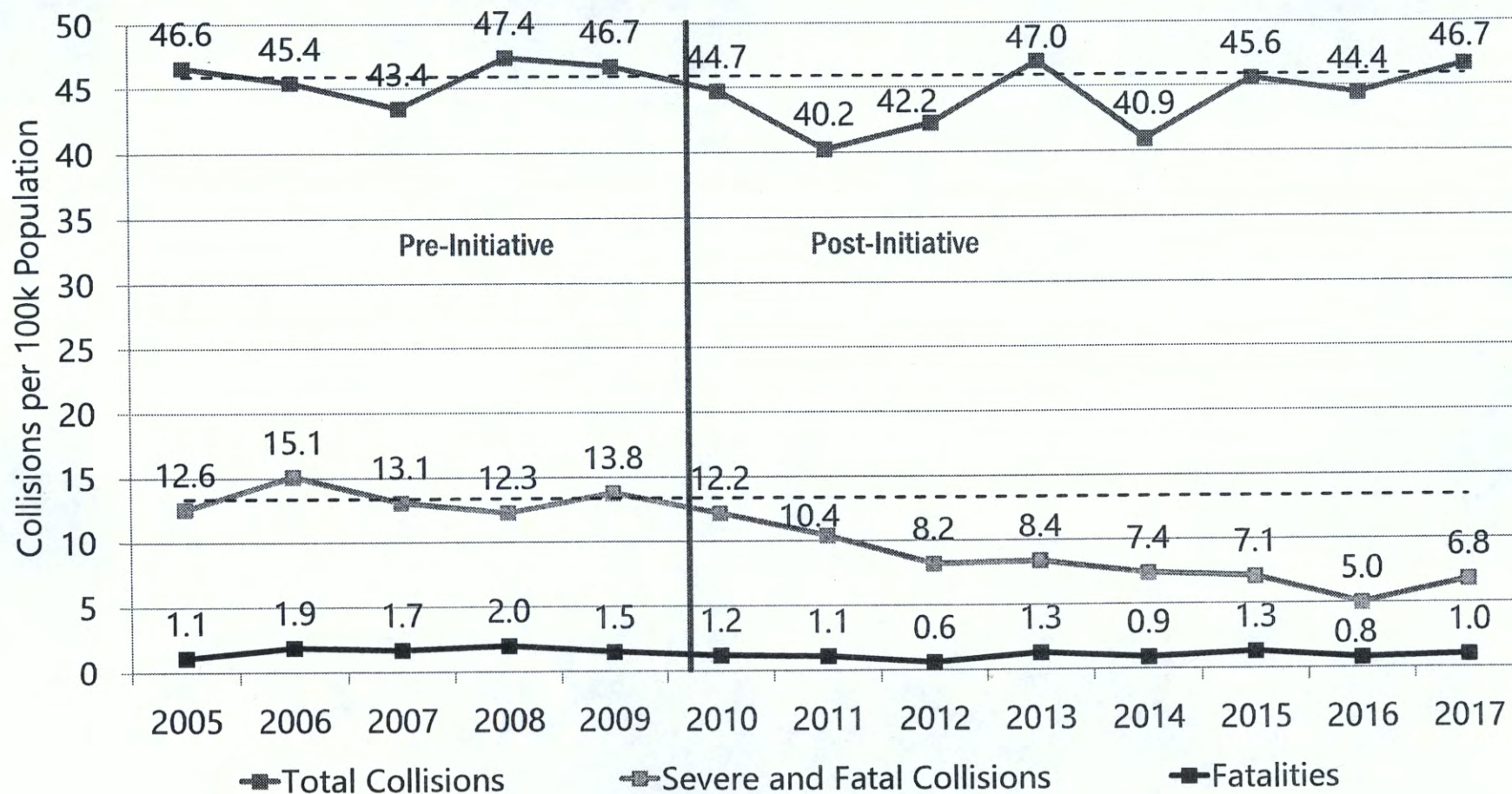


PEDESTRIAN CRASH STATS OVERVIEW



PEDESTRIAN AND VEHICLE CRASHES BY YEAR

VISION
ZERO



PEDESTRIAN AND VEHICLE CRASHES BY MONTH & YEAR

**VISION
ZERO**

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 thru Sept.	Pre-Initiative Average (2005-2009)	Post-Initiative Average (2010-2017)	Change
January	36	30	32	47	34	34	28	39	51	41	44	50	52	33	36	42	+6
February	28	27	34	30	37	39	27	36	37	23	42	47	43	35	31	37	+6
March	37	28	34	38	32	33	38	29	36	29	31	34	43	28	34	34	0
April	26	25	34	34	28	33	36	28	43	22	27	29	39	25	29	32	+3
May	27	36	32	47	45	33	28	36	40	35	33	28	42	33	37	34	-3
June	41	33	30	24	41	33	17	35	33	31	32	35	41	28	34	32	-2
July	24	29	18	37	36	33	24	23	29	32	38	24	16	28	29	27	-2
August	28	37	24	37	31	25	33	31	36	27	36	31	39	30	31	32	+1
September	39	37	37	35	30	40	32	35	41	41	35	41	35	41	36	38	+2
October	46	42	36	31	38	44	43	44	55	54	49	54	55		39	50	+11
November	48	48	60	38	45	43	42	48	40	42	57	39	43		48	44	-4
December	49	49	33	49	51	44	51	41	37	43	57	51	46		46	46	0
Total Collisions	429	421	404	447	448	434	399	425	478	420	481	467	494	281	430	448	+18
Per 100,000	46.6	45.4	43.4	47.4	46.7	44.7	40.2	42.2	47.0	40.9	46.4	44.4	46.7		45.9	44.1	-1.8
Level 4 & 5 Collisions (% of total)	116 (27%)	140 (33%)	122 (30%)	116 (26%)	132 (29%)	119 (27%)	103 (26%)	83 (20%)	86 (18%)	76 (18%)	75 (16%)	52 (11%)	72 (15%)	46 (16%)	125	83	-42
Per 100,000	12.6	15.1	13.1	12.3	13.8	12.2	10.4	8.2	8.4	7.4	7.1	5.0	6.8		13.4	8.2	-5.2
Fatal Collisions*	10	18	16	19	14	12	11	6	13	9	13	8	11	11	15	10	-5
Per 100,000	1.1	1.9	1.7	2.0	1.5	1.2	1.1	0.6	1.3	0.9	1.3	0.8	1.0		1.6	1.0	-0.6

NOTE: 2018 crash figures are preliminary and subject to change

PEDESTRIAN HIGH INCIDENCE AREA (HIA) LOCATIONS

**VISION
ZERO**



With the pedestrian safety initiative, the County identified and tracked 17 areas with higher rates of collisions between motor vehicles and pedestrians. The roadways identified were a mix of County and State maintained.

The next two slides show the number of collisions along each corridor by year and performance before and after the pedestrian road safety audit (PRSA).

PEDESTRIAN CRASHES IN HIGH INCIDENCE AREAS (HIAs)

VISION
ZERO

HIA	Number of Pedestrian Collisions													Pre-Audit Average	Post-Audit Average	% Change
	'06	'07	'08	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18			
Piney Branch	10	8	7	8	3	5	9	8	5	2	3	8	6	9.0	5.7	-37%
Wisconsin	6	10	3	4	3	3	3	6	4	4	0	6	0	8.0	3.7	-54%
Georgia	7	5	7	10	4	4	2	11	7	10	9	7	7	6.3	6.8	+8%
Rockville Pike	4	3	9	8	2	3	2	4	4	3	2	4	1	5.3	3.0	-43%
Four Corners	4	7	5	0	1	3	0	3	2	3	2	4	2	4.0	2.4	-40%
Reedie	0	3	3	7	2	1	2	2	2	2	1	3	2	3.3	1.9	-42%
Randolph	2	1	4	4	1	2	3	1	0	1	1	0	1	2.8	1.1	-61%
Connecticut	4	5	6	2	2	3	3	3	2	3	1	2	0	3.8	2.3	-39%
Colesville	4	4	2	3	5	2	4	3	5	2	2	2	0	3.6	3.0	-17%
Old Georgetown	4	4	2	2	3	1	2	0	4	0	2	1	0	2.7	1.4	-48%

Key:

Year of PRSA Audit

Above Pre-Audit Average

= Preliminary 2018 crash data through Sept 30.

10

PEDESTRIAN CRASHES IN HIGH INCIDENCE AREAS (HIAs)

VISION
ZERO

HIA	Number of Pedestrian Collisions													Pre-Audit Average	Post-Audit Average	% Change
	'06	'07	'08	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18			
Fenton St	1	0	4	0	3	3	6	5	3	5	5	3	2	2.4	4.0	+67%
E Gude Dr	0	2	3	5	0	0	3	1	3	0	3	0	0	1.8	1.0	-44%
Woodmont Ave	3	1	7	5	2	3	2	1	1	1	2	7	2	3.0	3.3	+10%
Bel Pre Rd	1	2	3	1	3	0	1	4	2	2	2	1	1	1.9	1.5	-21%
Lockwood Dr	5	0	1	3	2	5	0	3	3	6	2	1	1	2.4	1.5	-38%
Randolph Rd	1	0	1	1	1	1	0	0	1	0	1	0	1	0.6	N/A	N/A
Middlebrook Rd	1	1	3	1	2	3	3	1	1	2	5	5	1	1.8	N/A	N/A

Key:

Year of PRSA Audit

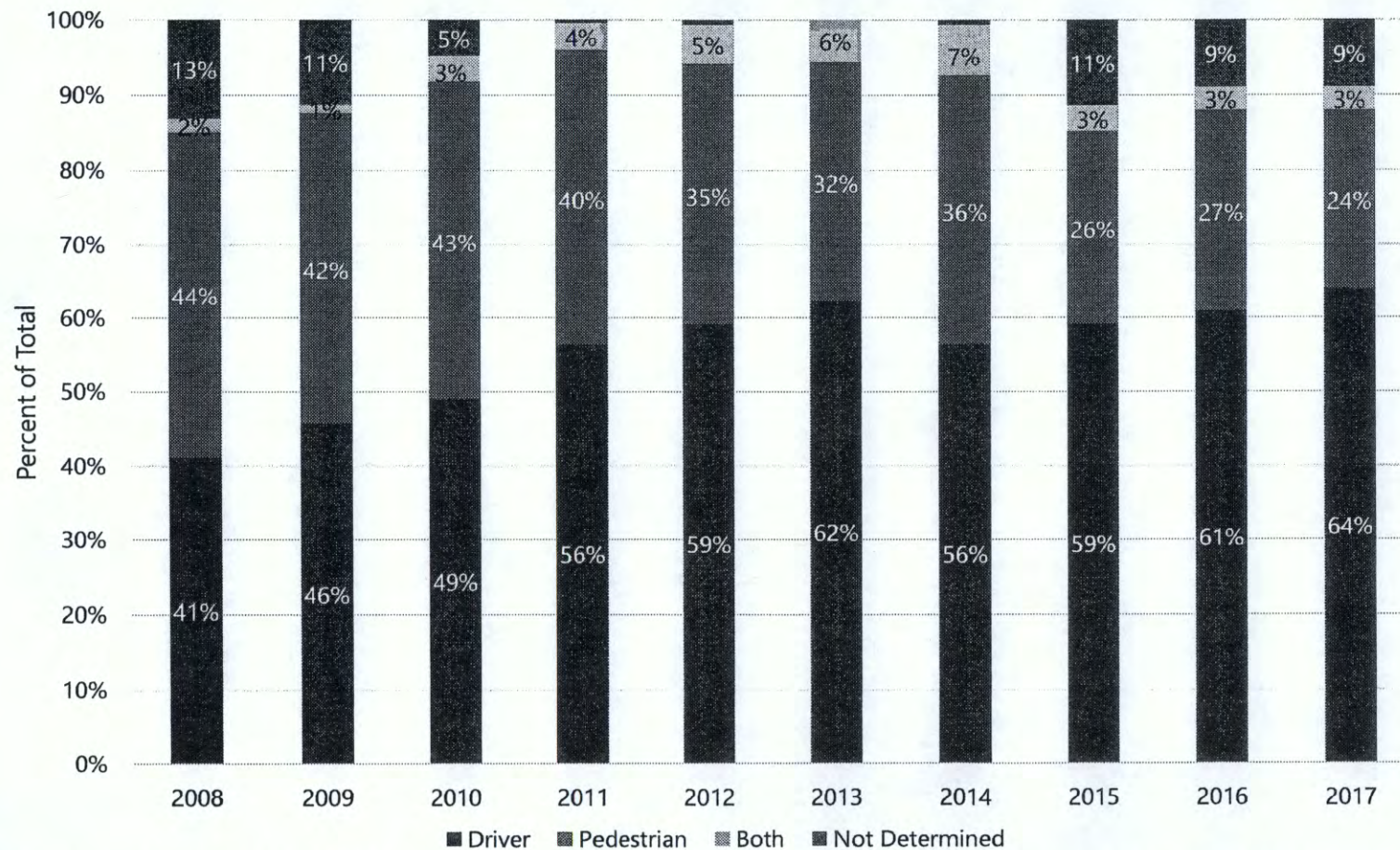
Above Pre-Audit Average

= Preliminary 2018 crash data through Sept 30.

11

PEDESTRIAN & VEHICLE CRASHES BY PARTY AT FAULT

VISION
ZERO



For the party deemed at fault, the rate has remained steady since 2012 with 60% drivers at fault, 30% pedestrians at fault, and 10% both/undetermined.

For fatal crashes between 2012 and 2017, the at fault rates were flipped with 40% for drivers, 57% for pedestrians, and 3% for both.

Note: numbers may not add to 100% due to rounding. MCPD will be reviewing the 2015-2017 unknowns and will update the results.



PEDESTRIAN CRASHES NEAR PUBLIC SCHOOLS

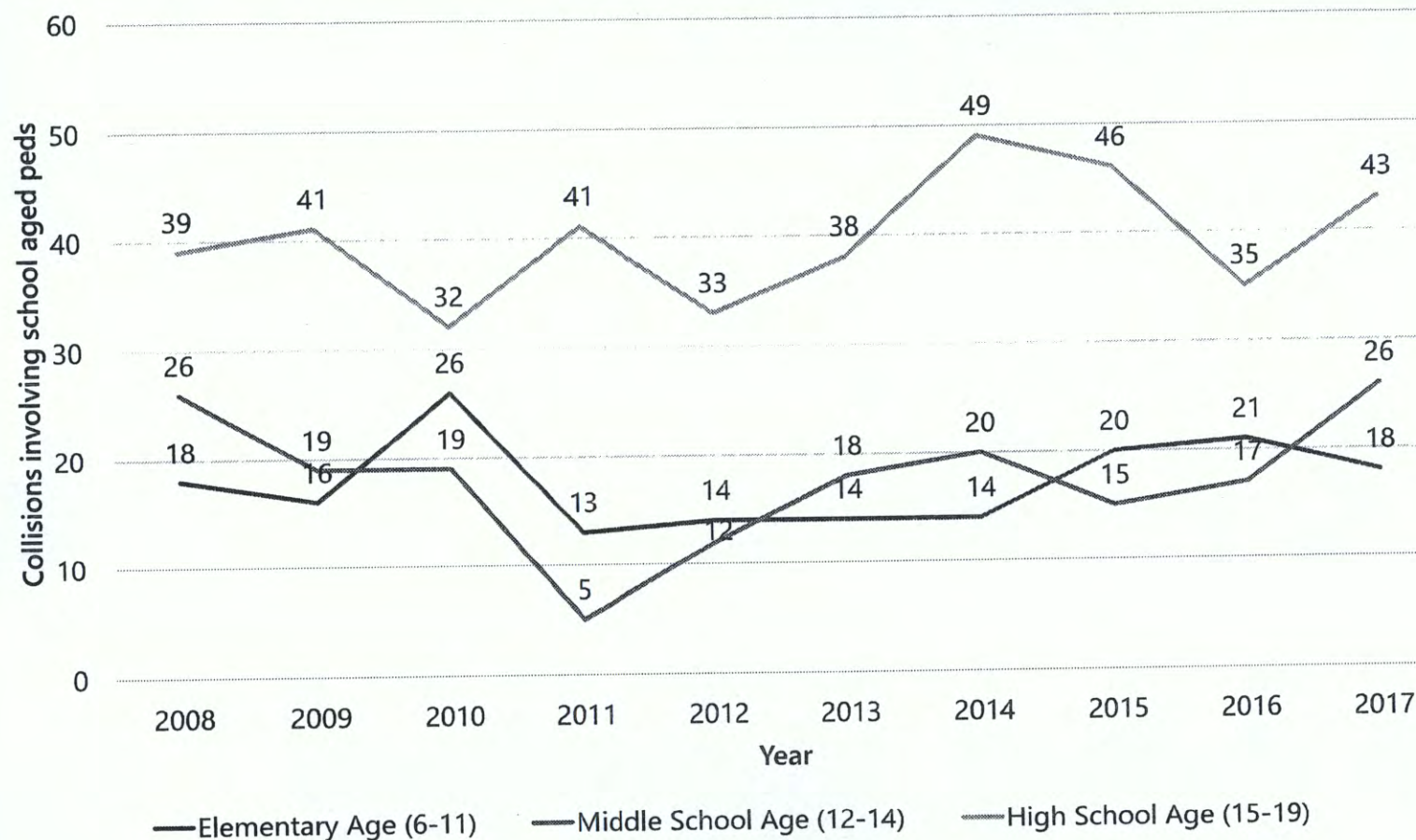


Countywide Collisions Involving School Age Pedestrians

**VISION
ZERO**

The County averaged 40 crashes involving a high school aged pedestrian, 18 involving a middle school aged pedestrian, and 17 with an elementary school aged pedestrian each year since 2008.

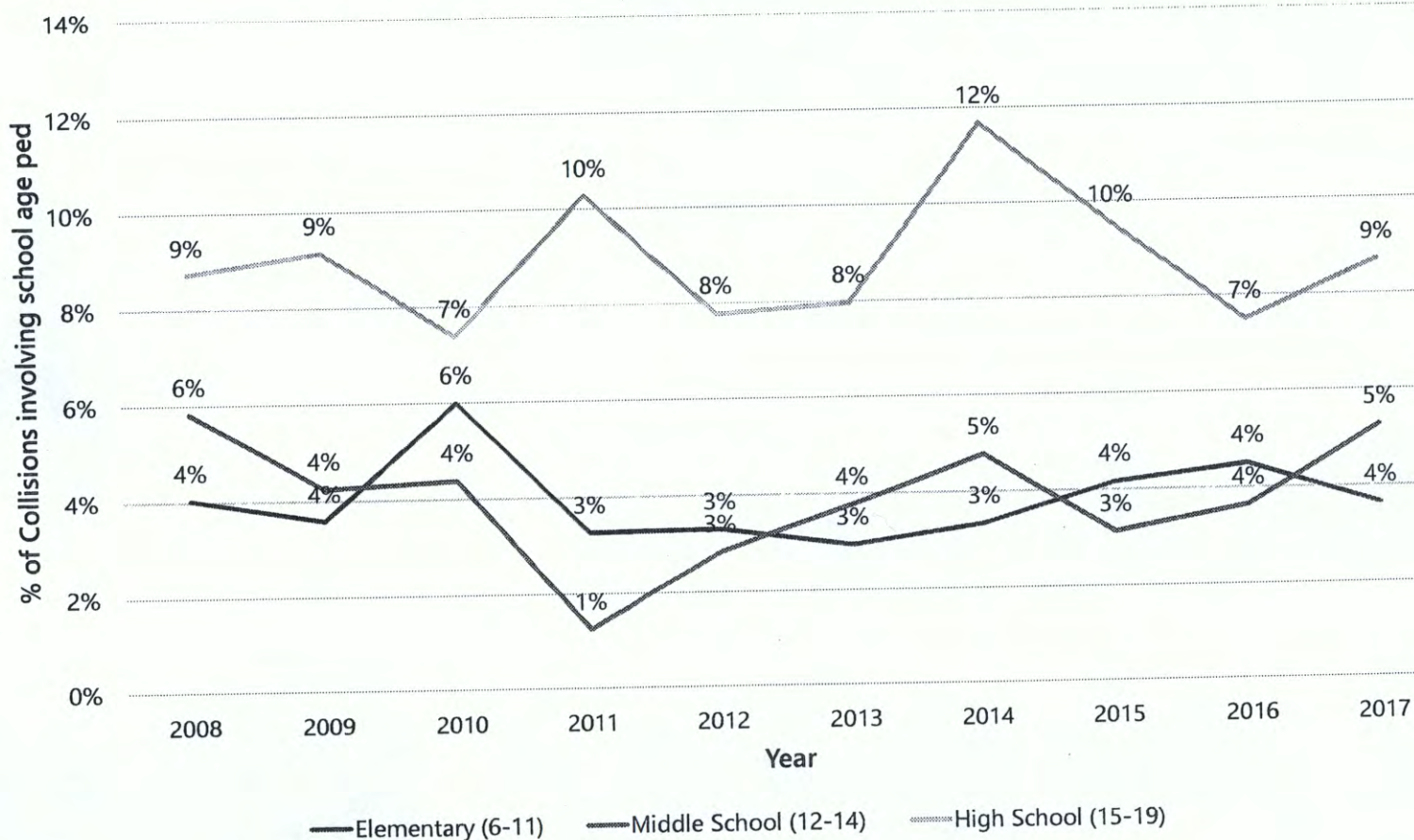
Hotspot locations across the county for crashes involving pedestrians under 19 were the same as the county's overall pedestrian crash hotspots.



To put the number of school age pedestrians involved in a motor vehicle crash in context, this slide shows those collisions as a percentage of all pedestrian involved traffic crashes.

High school age pedestrians were involved in 9% of crashes from 2008 to 2017. For middle school and elementary school age pedestrians, the average was 4%.

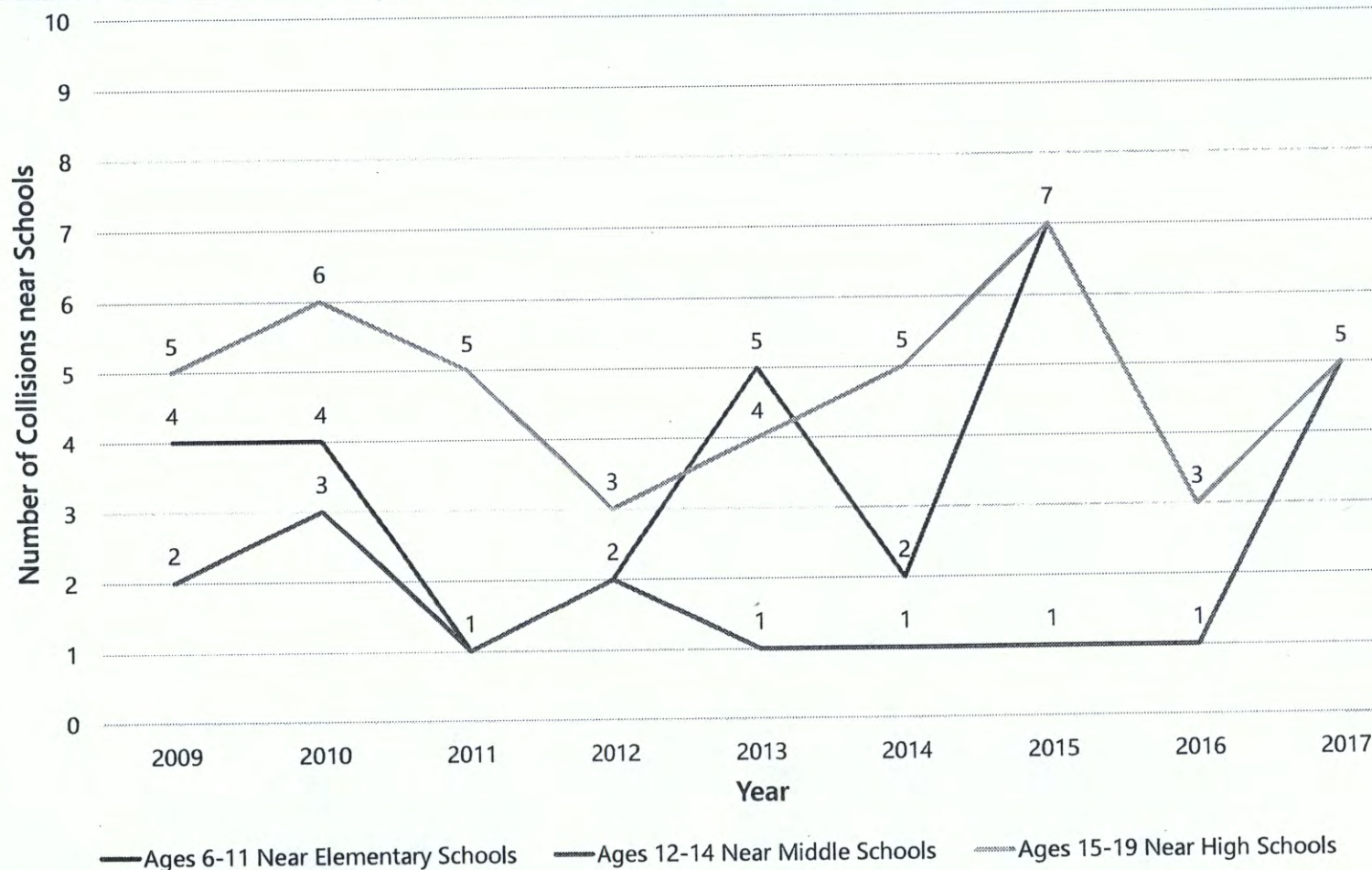
COLLISIONS INVOLVING SCHOOL AGE PEDESTRIANS AS A PERCENTAGE OF ALL PEDESTRIAN/VEHICLE COLLISIONS



Ped. Collisions Within ¼ Mile of Public Schools: School Aged Pedestrians Only

**VISION
ZERO**

For collisions within a quarter mile of a public school, the county averages 5 high schoolers, 2 middle schoolers, and 4 elementary school students struck per year.





STATE AND COUNTY COLLABORATION



COUNTY/STATE COORDINATION PROCESS

VISION
ZERO

County and State Coordination follows the following process:

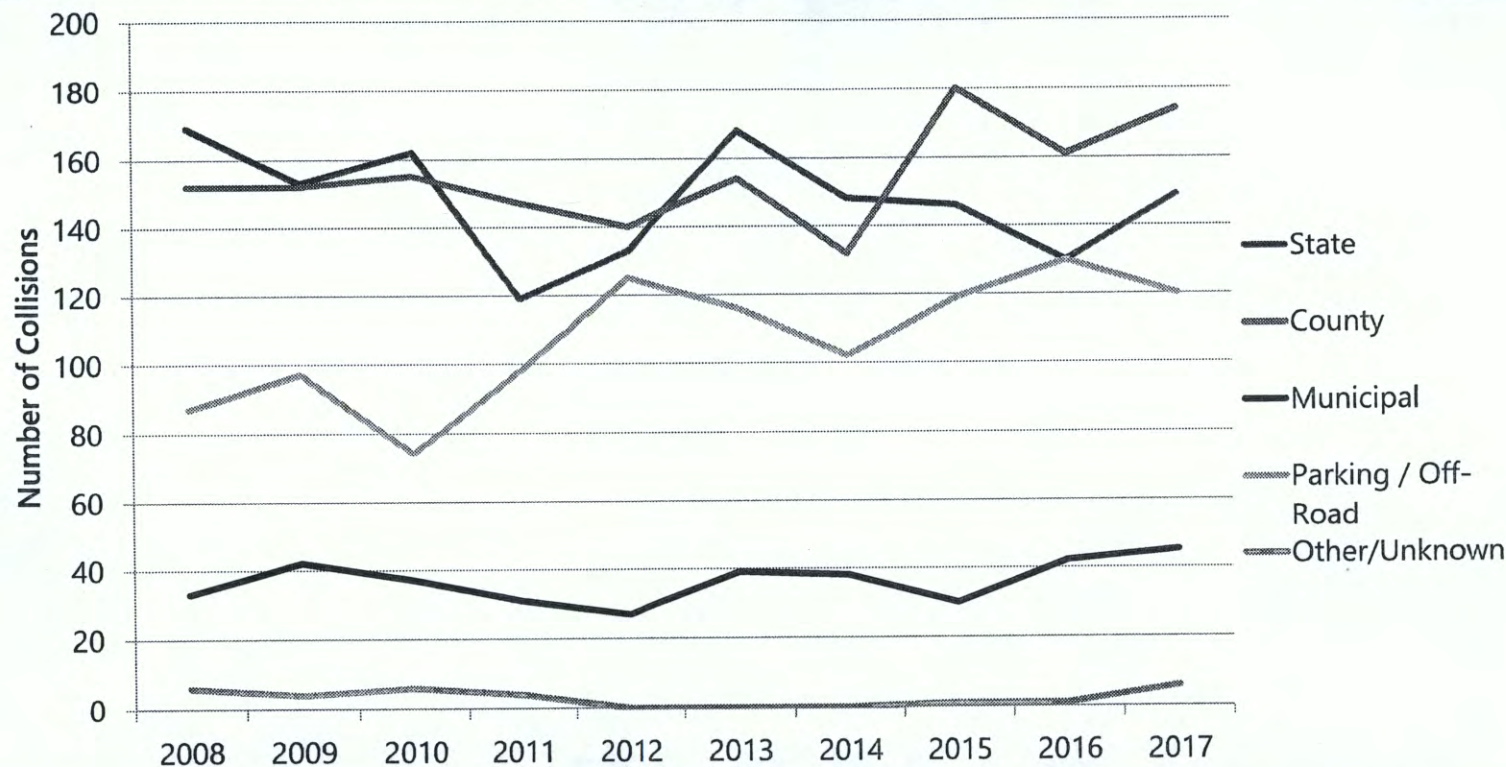
- **IDENTIFICATION** – Joint pinpointing of potential safety-deficient locations, based on a variety of input sources.
- **COLLABORATION** – Joint review of these locations; development of mitigation alternatives.
- **RECOMMENDATION** – The County provides input/recommendations for mitigation on MDOT SHA roadways.
- **IMPLEMENTATION** – Joint facilitation of improvements, based on ongoing or future projects in that area.
- **COST SHARING** – The County and MDOT SHA both invest resources throughout the process, including design and construction costs for specific mitigation efforts.

Example project:

The County and MDOT SHA worked together to address pedestrian issues in Wheaton CBD after a series of tragic crashes. One of the recommendations was to increase pedestrian safety education. The County and MDOT SHA both implemented Street Teams on an alternating schedule to ensure a sustained presence of on-site outreach.

PEDESTRIAN CRASHES BY ROADWAY OWNER

**VISION
ZERO**



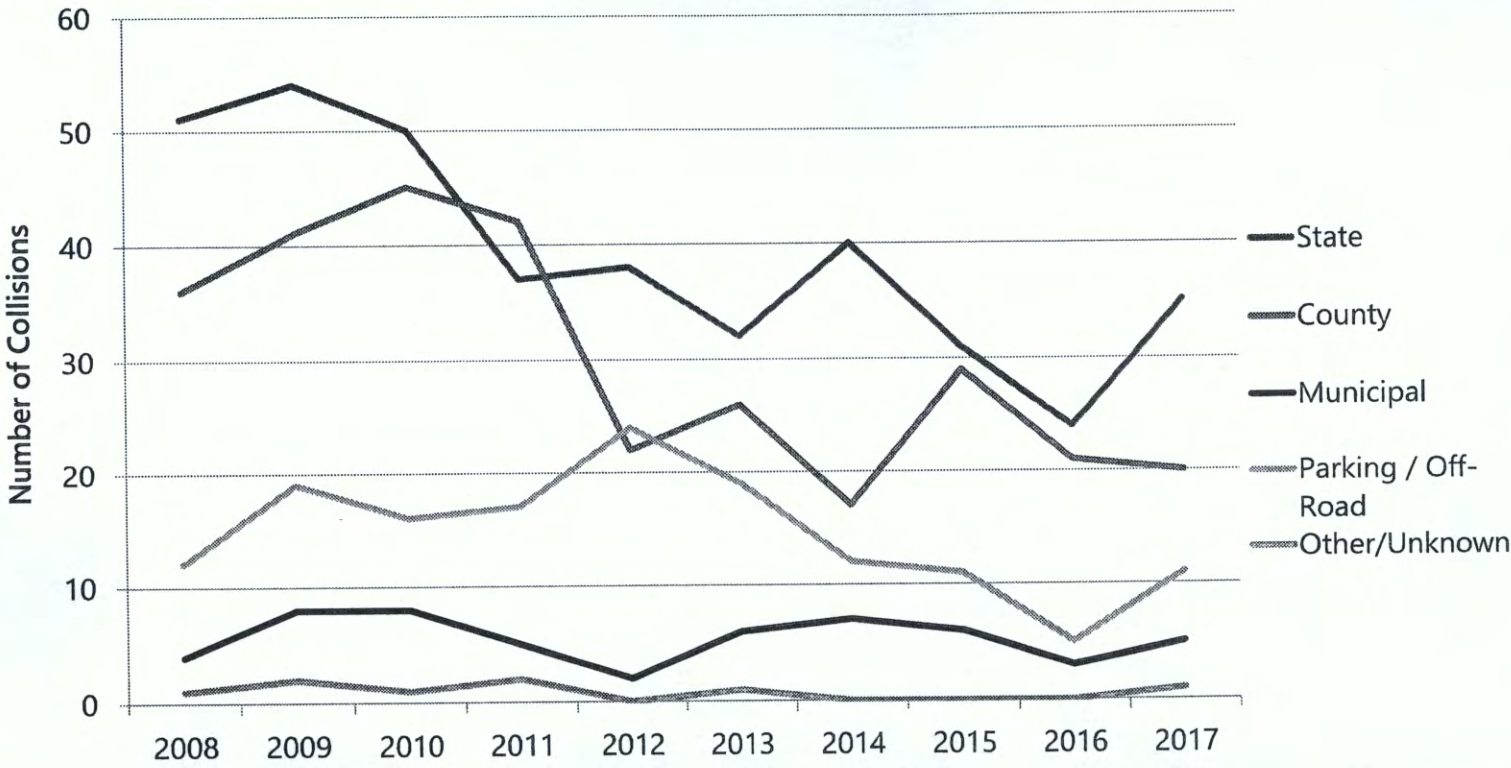
For all collisions between motor vehicles and pedestrians, 33% occurred on state highways, 35% were on county roadways, 8% municipal, and 24% off-road from 2008 to 2017.

Major county routes with the most pedestrian crashes include Randolph Rd, Shady Grove Rd, Fenton St, Lost Knife Rd, and Bel Pre Rd.

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

SEVERE AND FATAL PEDESTRIAN CRASHES BY ROADWAY OWNER

VISION
ZERO



For severe and fatal collisions involving pedestrians, 44% occurred on state highways, 33% were on county roadways, 6% municipal, and 16% off-road from 2008 to 2017.

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

RELATIONSHIP TO MARYLAND SHSP

VISION
ZERO



MARYLAND STRATEGIC HIGHWAY SAFETY PLAN 2016-2020

Similarities:

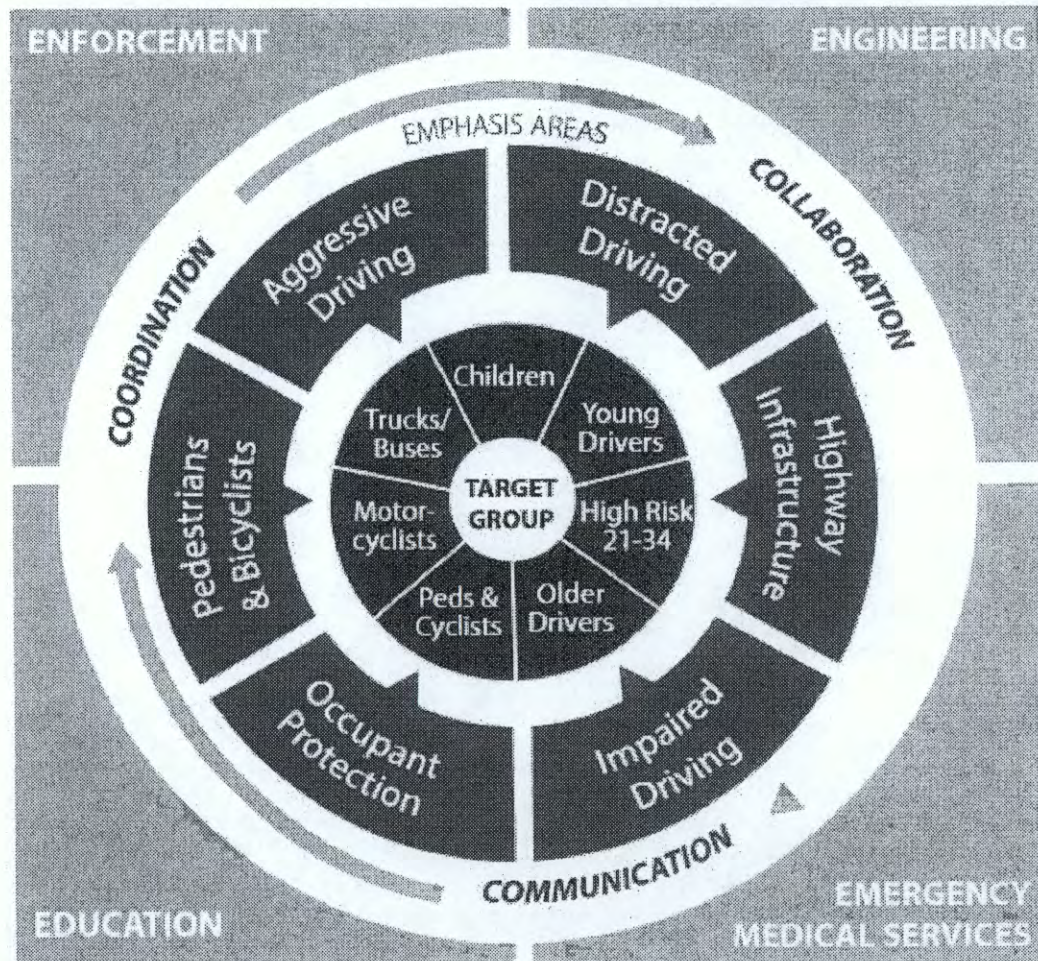
- State that traffic collisions are tragic, preventable occurrences
- Use a data-driven process to identify needs and countermeasures on roadways
- Set interim and long-range reduction targets for severe and fatal traffic collisions
- Employ strategies built around engineering, education, enforcement,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

EMPHASIS AREA TEAM PARTICIPATION

VISION ZERO

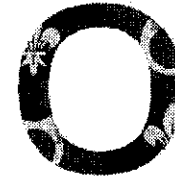


Members of the County's Vision Zero Steering Committee are active participants in the State's Emphasis Area Teams. The Pedestrian/Bicycle Emphasis Area Team (PBEAT), meets bi-monthly to share data, learn about leading practices, and keep informed of federal and state funding opportunities.

The County and State have synced their traffic safety education calendars to better utilize all of our communication channels and share campaign material.



ENGINEERING PROJECTS FOR PEDESTRIAN SAFETY

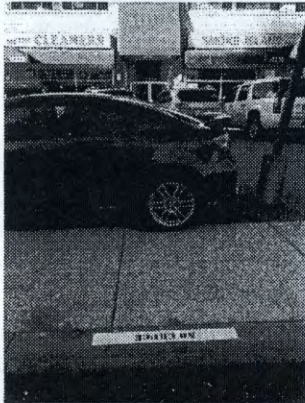
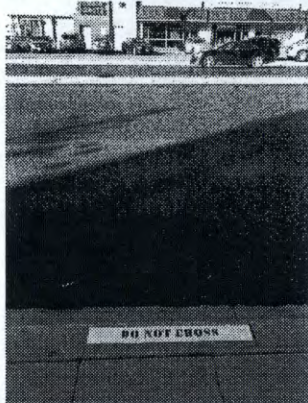


WHEATON ENHANCEMENTS

VISION ZERO

Curb markings

MCDOT DTEO installed English and Spanish curb markings that discourage dangerous pedestrian activity on MD 97 (Georgia Ave.), from Price Ave. to Reedie Dr.



Median Changes



MCDOT DTEO is working with MDOT SHA to install a median fence along MD 97 (Georgia Ave.) from Price Ave. to Reedie Dr., similar to the one pictured above, along MD 586 (Veirs Mill Rd.)

Lane Narrowing



MDOT SHA restriped lane outside lane widths to 12 feet for buses and inside lanes to 10 feet on MD 97 (Georgia Ave.) from White Oak Dr to MD 193 (University Blvd.)

Utilizing resources from the County and State, there have been numerous activities within the Wheaton CBD to improve pedestrian safety. The State and County sponsored street teams to increase safety education. The State narrowed travel lanes on Georgia Ave to slow speeds. The County will install a fence and curb markings along MD 97 to steer pedestrians towards the crosswalks.

NEW HAWK SIGNALS

VISION
ZERO

Muddy Branch Rd & Harmony Hall Rd HAWK Signal



To improve pedestrian safety, MCDOT DTEO is installing HAWK signals at:

- Muddy Branch Rd. & Harmony Hall Rd.
- Randolph Rd. & Livingston St. (originally proposed a HAWK but converted to full-color signal for sight distance deficiencies)
- Aspen Hill Road & Northgate Shopping Center
- Democracy Blvd. & Walter Johnson HS
- Willard Ave. & The Hills Plaza

RECTANGULAR RAPID FLASHING BEACONS (RRFBs)

VISION
ZERO

RRFB on Bel Pre Road



Rectangular Rapid Flashing Beacons (RRFBs) are another tool to direct drivers' attention towards pedestrian activity. To improve pedestrian safety, MCDOT DTEO installed RRFBs at:

- Bel Pre Rd. & Astrodome Dr.
- Bel Pre Rd. & Tynewick Dr.
- Bel Pre Rd. & Weeping Willow Dr.
- Westlake Dr. & Lakeview Dr.

Additional MCDOT DTEO RRFBs are proposed at:

- Forest Glen Rd. & Sligo Creek Park Trail (design completed)
- Muddy Branch Rd. & Muddy Branch Square Shopping Center (under construction)

PEDESTAL BEACONS

VISION ZERO



To improve pedestrian safety, MCDOT installed pedestal beacons along the PEPCO Natural Trail where roadway intersections are encountered, including:

- Schaeffer Rd.
- Black Rock Rd.
- MD 118 (Germantown Road)
- MD 28 (Darnestown Road)

M-NCPPC is considering installing pedestal beacons at other trail crossings throughout the County.

BUS STOP AUDIT

VISION ZERO

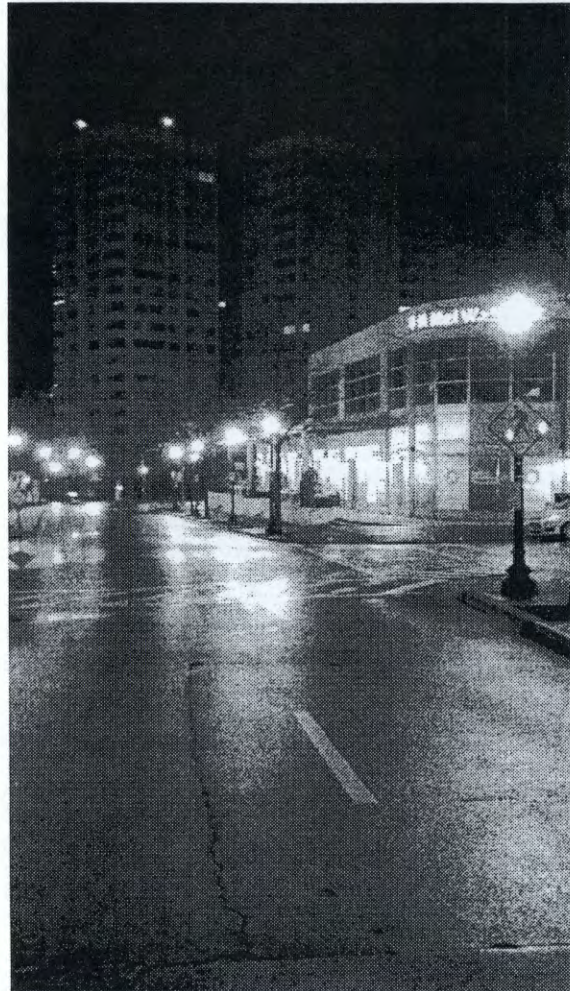


MCDOT is dedicated to ensuring safe pedestrian access to and from transit stops throughout the County. The Bus Stop Audits performed along transit corridors are an enhancement of existing efforts conducted in conjunction with our Pedestrian Road Safety Audits. The Bus Stop Audits satisfy ENG-4: Review Transit Stops from the Vision Zero Two-Year Action Plan. MCDOT DTEO has performed Bus Stop Audits for the following corridors:

- Middlebrook Rd.
- MD 355 (Wheatfield Dr. to Middlebrook Rd.)
- Randolph (Rock Creek Park to Colie Dr.)
- Wheaton CBD

OTHER PED SAFETY PROJECTS

VISION ZERO



Lighting Studies

MCDOT has performed corridor lighting studies designed to determine lighting sufficiency and needs to improve safety for drivers, pedestrians and bicyclists.

Design Standards

MCDOT is reviewing and revising design standards to reduce opportunities for high-speed collisions and develop proper environmental countermeasures. MCDOT is updating pedestrian safety standards, signing standards, marking standards, and more to reach the Vision Zero goal.

New Bus Pads and Crosswalks

MCDOT is working on increasing access and safety at bus stop locations by providing new and updated infrastructure at bus pads and crosswalks.

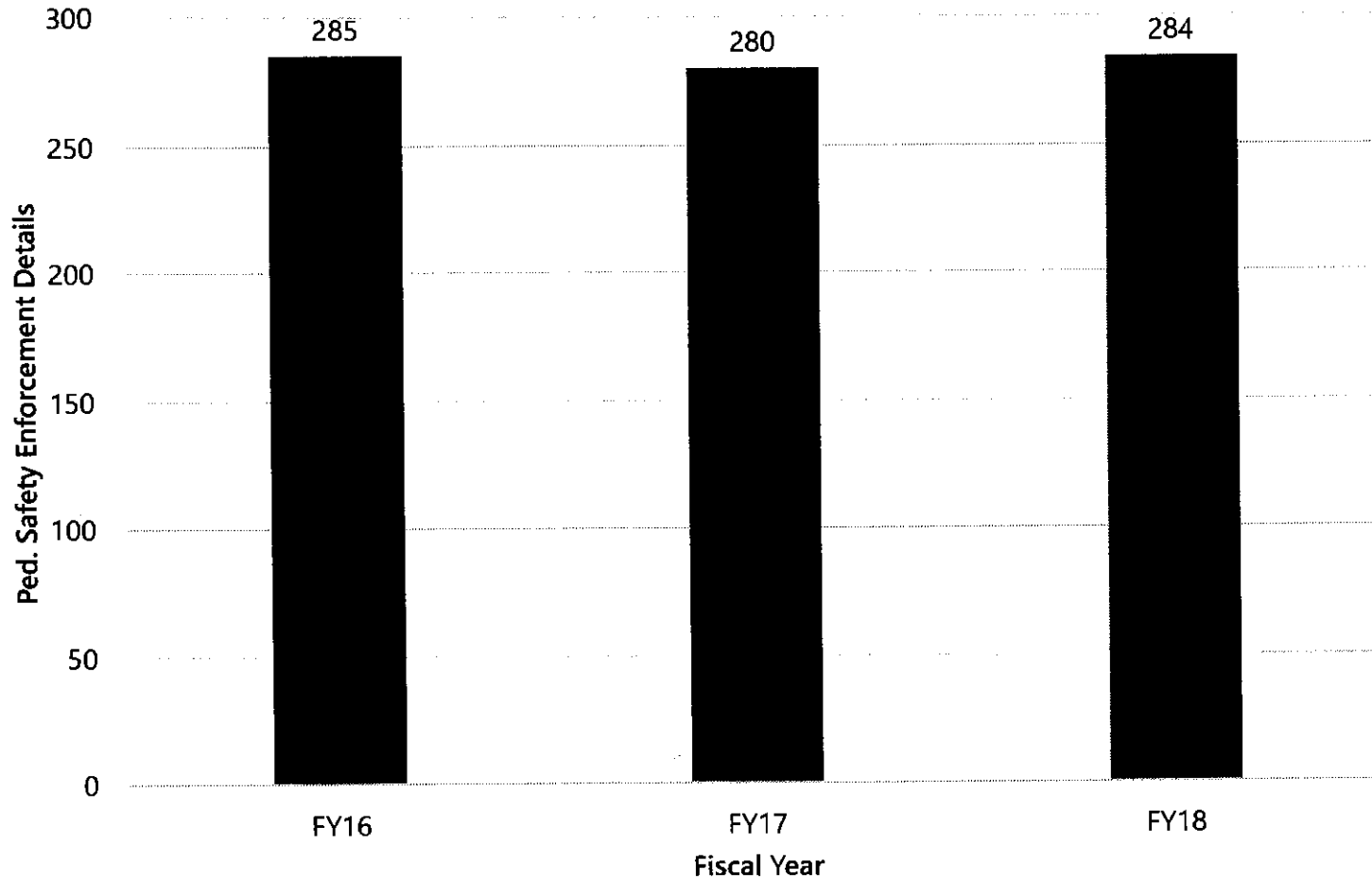


HIGH VISIBILITY ENFORCEMENT



PED SAFETY ENFORCEMENT DETAILS

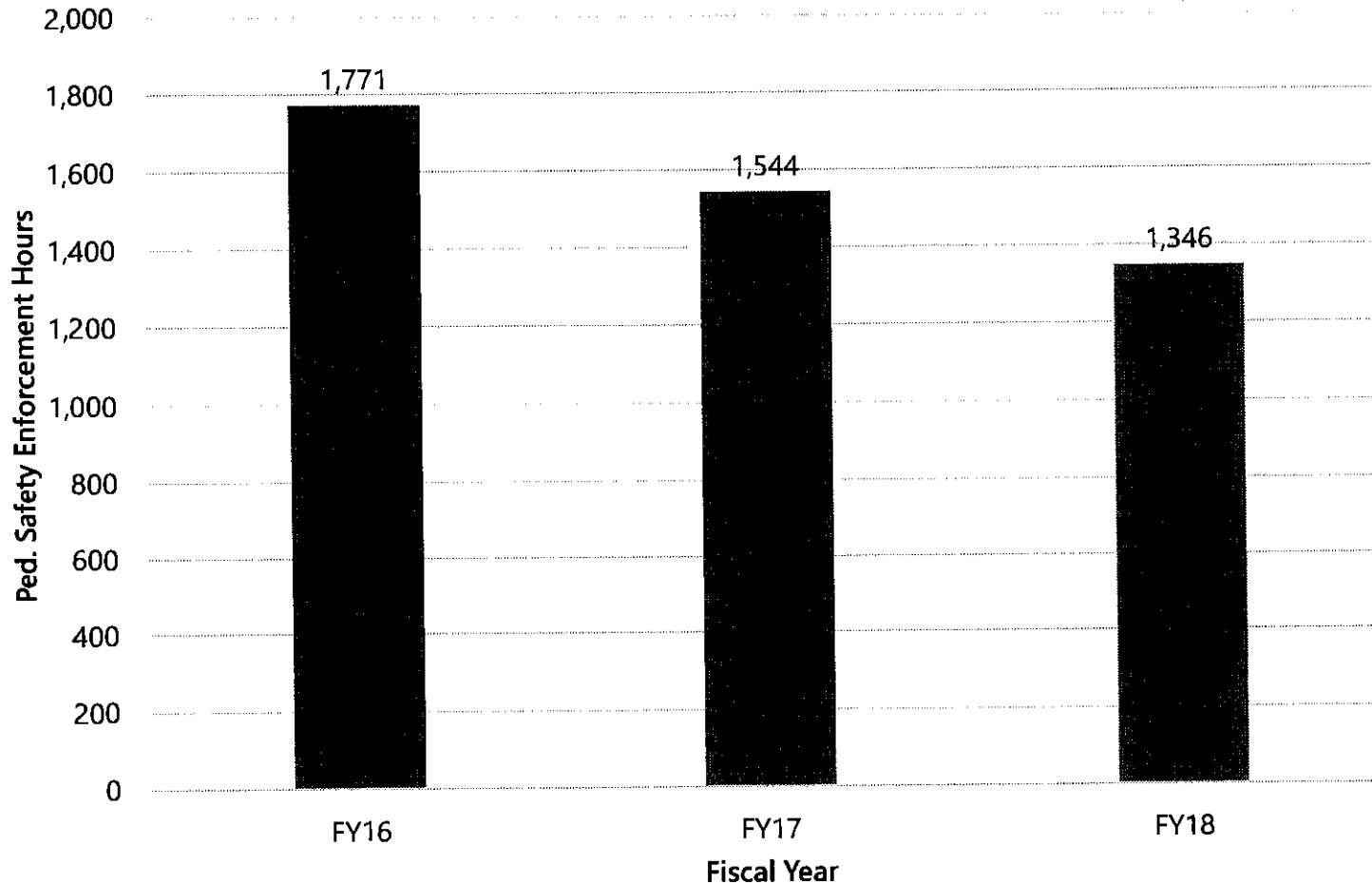
**VISION
ZERO**



Over the three year span (FY2016 to FY2018), MCPD averaged 283 deployment details specifically related to Pedestrian Safety.

PED SAFETY ENFORCEMENT HOURS

**VISION
ZERO**



Although the total amount of work hours declined over the past two fiscal years, the total number of deployments were consistent between 280 and 285 details each year.

A cause for the lower work hour totals recently was less personal per detail. Less personal per detail allows for more spread out details across the County.



PEDESTRIAN SAFETY EDUCATION



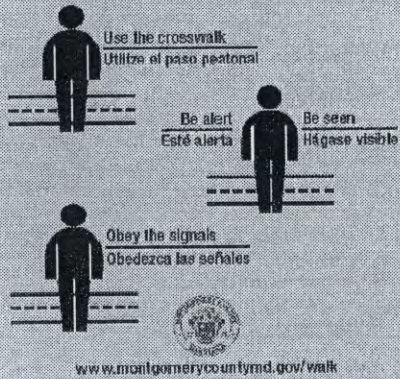
WHEATON PED SAFETY CAMPAIGN

**VISION
ZERO**

Poster for Businesses

**USE THE
CROSSWALKS
CRUCE POR
EL PASO DE PEATONES**

**DON'T GAMBLE WITH YOUR LIFE
NO JUEGUE CON SU VIDA**



Street Outreach Teams



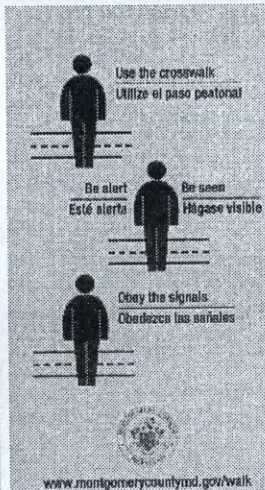
Image courtesy of Idle Time Advertising

Palm Card for Pedestrians



**USE THE
CROSSWALKS
CRUCE POR
EL PASO
DE PEATONES**

**DON'T GAMBLE WITH YOUR LIFE
LOOK BEFORE CROSSING
NO JUEGUE CON SU VIDA
MIRE ANTES DE CRUZAR**

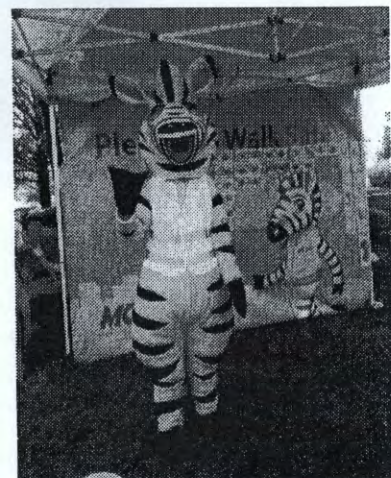


After a series of pedestrian crashes in Wheaton this summer, the Vision Zero Steering Committee, along with the Mid-County RSC, developed an on-street campaign. To date, street teams and Urban District staff have distributed 2,000 palm cards with an additional 6,000 planned through the Holidays. All material has English and Spanish and street teams provided Spanish speaking members.

After a month of the education campaign, Wheaton District police officers began enforcement against driver speeding, driver fail to yield, and pedestrian violations.

PEDESTRIAN & BICYCLE SAFETY EDUCATION

Outreach Events



Social Media

Top media Tweet earned 959 impressions

Attention saves lives, don't text and drive!
Follow and share Zeal's 3 easy tips to help prevent texting and driving:

1. Stow before you go- put your phone away before driving.
2. Install an app to help prevent distracted driving.
3. Take the pledge: bit.ly/2H341gH
pic.twitter.com/BSovYHNh10



4 2

Pedestrian and Bicycle Safety Education is conducted year round by outreach teams participating in various community and school events. On average, our outreach teams participate in 12-16 events per year, reaching over 6,000 residents. In addition to those events, the street teams also conduct targeted education and outreach related to the installation of new signals such as the RRFBs and HAWK signals.

Social media platforms are also utilized as way to educate pedestrians and drivers of all ages.



**GET
INVOLVED**



VISION ZERO HOMEPAGE & SOCIAL MEDIA

VISION
ZERO



Montgomery County Brings Vision Zero to the Suburbs

Montgomery County is one of the first county governments in the United States to initiate a Vision Zero plan. The County has put resources in place to reduce severe and fatal collisions on County roads by 35 percent for vehicle occupants (drivers and passengers), pedestrians, and bicyclists by November 2019.

Project and Activity Updates

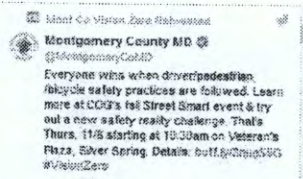
Vision Zero Youth Ambassadors

10/25/2018

The Montgomery County Department of Transportation seeks high-school students to serve as Vision Zero Youth Ambassadors. Interested students may apply here through Nov. 5.

Selected Youth Ambassadors will have the opportunity to receive road safety leaders in their school and

Tweets by @VisionZeroMC



Copy of Plan:

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



@VisionZeroMC

GET INVOLVED GATEWAY ON VZ WEBSITE

VISION
ZERO



Service Requests

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

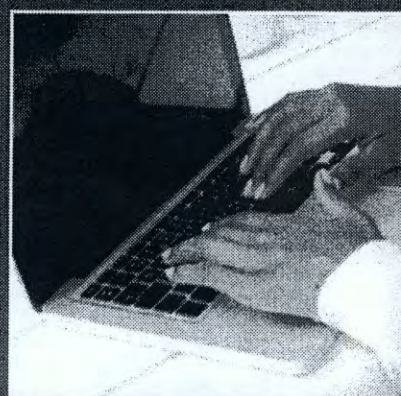
mc311.com



Safety Concerns

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

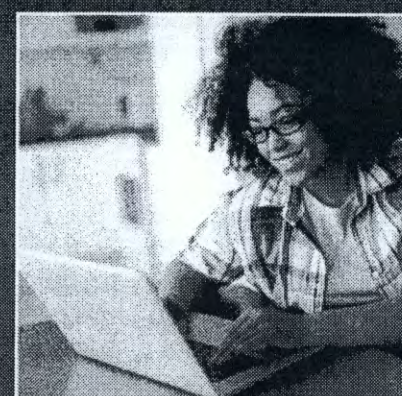
<http://bit.ly/vzsafetymap>



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

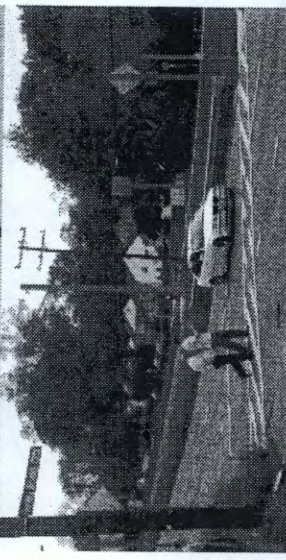
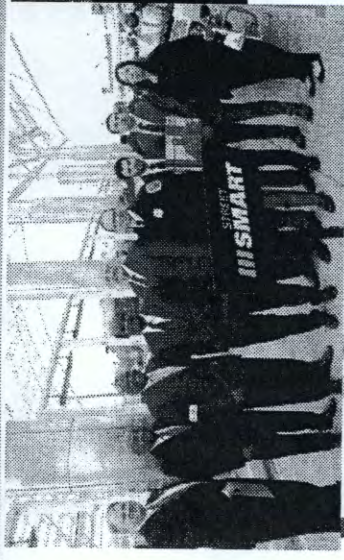


Educational Resources

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

QUESTIONS?

VISION
ZERO



VISION ZERO

NO TRAFFIC DEATHS BY 2030
IN MONTGOMERY COUNTY

