

MEMORANDUM

March 22, 2019

TO: County Council
FROM: Glenn Orlin, Deputy Director
SUBJECT: Vision Zero with a focus on the Veirs Mill Corridor
PURPOSE: Briefing and Discussion

In November 2017 County Executive Leggett released a two-year plan to make progress towards the objective of Vision Zero to significantly reduce and even eliminate fatal and severe injury accidents to pedestrians, bicyclists, and motor vehicle users by 2030. The Plan identified 41 discrete actions in the categories of: (1) engineering; (2) enforcement; (3) education and training; (4) traffic incident management; and (5) law, policy, and adequacy. A plan excerpt describing the 41 actions is on ©1-15.

The Council has asked for a progress report on these 41 planned actions. The current status of each action is described in the table on ©16-21. Among the actions, 24 are complete or ongoing, 10 are behind schedule, 3 are significantly behind schedule, 2 have not started, and 2 have no resources to date.

When the Council heard the Planning Board's overview of the Veirs Mill Corridor Master Plan, several Councilmembers asked that there be an opportunity to talk through some of the short-term safety measures that could be expedited in the corridor. The Plan's short-term recommendations are on ©22.

Wade Holland of CountyStat, the Acting Vision Zero Coordinator, will lead the briefing. Those also anticipated to be on hand for the briefing are:

Captain Tom Didone, Traffic Division Director, Police Department
Kristy Daphnis, Chair, Pedestrian, Bicycle, and Traffic Safety Advisory Committee
Christopher Conklin, Deputy Director, Department of Transportation
Gwen Wright, Director, Planning Department
Carrie Sanders, Area 2 Chief, Planning Department
Jessica McVary, Planner Coordinator, Planning Department
David Anspacher, Functional Planning & Policy Division, Planning Department

TWO-YEAR ACTION PLAN

Adopting a Vision Zero policy is challenging. The goal of zero appears impractical, and yet no higher number is acceptable. Balancing immediate action with long-term strategy demands focus and patience in equal measure. Additionally, Vision Zero requires a new way of doing business from agencies and staff that have been working diligently in this field for years. The Action Plan includes items that will require new investments, but the real value of Vision Zero lies in its ability to re-orient and re-focus existing programs and projects with a data-informed, safe systems approach that makes more effective use of current resources.

To reach the goal of zero severe and fatal collisions by 2030, the Action Plan lays out specific activities with deadlines for implementation. All 41 action items are built around five key action areas: Engineering; Enforcement; Education and Training; Traffic Incident Management; and Law, Policy, and Advocacy.

ENGINEERING

- LEAD:** Department of Transportation
- KEY OUTCOME:** Reduction in severe and fatal collisions in the High Injury Network

ENFORCEMENT

- LEAD:** Police Department
- KEY OUTCOME:** Hours of dedicated enforcement for factors contributing to severe and fatal collisions

EDUCATION AND TRAINING

- LEAD:** Public Information Office
- KEY OUTCOME:** Increased awareness of dangerous driving, biking, and walking behaviors

TRAFFIC INCIDENT MANAGEMENT

- LEAD:** Fire and Rescue Service
- KEY OUTCOME:** Maintain response times for traffic collisions with injuries based on department standards

LAW, POLICY, & ADVOCACY

- LEAD:** Vision Zero Steering Committee
- KEY OUTCOME:** Passage of significant laws and policies required to implement Vision Zero





LEAD:

Department of Transportation

Key Outcome:

Reduction in severe and fatal collisions in the High Injury Network (HIN)



ENGINEERING

Vision Zero requires an evidence-based, safe systems approach for all of the County’s transportation infrastructure. The safe systems approach prioritizes safety above all else and designs such that roadway users’ mistakes do not result in severe injuries or fatalities.

ENG-1: Crash Analysis	
Lead: CountyStat (county-wide), Transportation (HIN)	Support: Police
Action: Undertake a detailed, multi-disciplinary Countywide crash study to provide a comprehensive understanding of traffic crash causes, contributing factors, locations, and roadway characteristics. This study should identify the high injury network (HIN) and provide the foundation for the ten-year action plan	
Why do this: Identifying collision patterns, types, and similar site characteristics is required to use our resources in a targeted manner to eliminate severe and fatal collisions.	
Deadline: Identify priority HIN projects by 1/31/2018	
Metric(s): Complete Action	

ENG-2: Update County Road Design Standards	
Lead: Transportation	Support: Park and Planning
Action: Establish a committee to review and revise roadway design standards and develop complete street guidelines utilizing road code and leading practices from groups such as NACTO, ITE, and AASHTO for various types of roadways within the County. The review should prioritize reducing opportunities for high-speed collisions through physical or temporal separation, reducing motor vehicle speeds where separation cannot be achieved, and developing proper environmental countermeasures (lighting, signing, signals, marking).	
Why do this: County Council Bill 33-13 requires the adoption of a complete streets policy. ⁸ Adoption of road design standards that align to Vision Zero goals are essential in order to identify and implement proper safety countermeasures.	
Deadline: Publish revised road designs by 11/1/2019	
Metric(s): Complete Action	

ENG-3: Expand Road Safety Audits	
Lead: Transportation	Support: N/A
Action: Implement a road safety audit process for all new County road and facility projects.	
Why do this: Ensure that all work performed by MCDOT has a safety-first approach	
Deadline: Implement new process by 11/1/2018	
Metric(s): Complete Action	

ENG-4: Review Transit Stops	
Lead: Transportation	Support: WMATA (Metro), State Highway Admin.
Action: Develop a program to review transit stop locations and conditions to ensure safety and accessibility. Priority will be given first to HIN locations, but all stops will be reviewed every 5 years.	
Why do this: A significant number of pedestrian crashes are associated with transit users crossing to/from transit stops. Redevelopment or even small changes can modify pedestrian desire lines driving the need for continual reevaluation.	
Deadline: Develop program review requirements by 5/1/2018	
Metric(s): Percentage of transit stops with safe crossings, Number of severe and fatal collisions related to going to or leaving a transit stop	

ENG-5: Evaluate Trail Crossings and Intersections	
Lead: Transportation	Support: Park and Planning, State Highway Admin.
Action: Evaluate trail crossings and intersections with safety as a priority. Crossings identified as high risk (high posted speed, multiple lanes, and roadway median) will be transformed first.	
Why do this: Ensure that vulnerable users (pedestrians and cyclists) can cross safely	
Deadline: Develop list of priority trail crossings and intersections for modification by 11/1/2018	
Metric(s): Percentage of trails and intersections with safe crossings, Number of severe and fatal collisions at trail crossings and intersections	

ENG-6: State/County Project Collaboration	
Lead: Transportation	Support: State Highway Admin.
Action: Identify, at minimum, two high injury areas where the County and State can jointly implement safety improvement projects	
Why do this: The majority of severe and fatal collisions occur on state-maintained roads. These joint projects will encourage a positive working relationship.	
Deadline: Identify potential project areas by 1/31/2018	
Metric(s): Number of severe and fatal collisions occurring in the high injury network	

ENG-7: Improve Pedestrian Signals	
Lead: Transportation	Support: State Highway Admin.
Action: Complete a comprehensive review of pedestrian timings at the 750+ County-maintained signalized intersections to ensure they meet the revised walking speed standard. Use latest technology and standards to implement innovative pedestrian and bicycle signals (such as leading pedestrian interval, HAWK beacon, Barnes dance, etc.) to provide effective and safe crossings.	
Why do this: Pedestrian signals must allow enough time for all pedestrians to cross safely	
Deadline: All pedestrian signals retimed to 3.5 feet/second by November 2019	
Metric(s): Percentage of pedestrian signals meeting walking speed standards	

ENG-8: Accelerate Sidewalk Building	
Lead: Transportation	Support: State Highway Admin.
Action: Using the sidewalk inventory as a guide, accelerate the sidewalk building program with priority projects in the high injury network	
Why do this: Safe facilities can reduce the number of pedestrians and cyclists in the roadway	
Deadline: Publish a list identifying high priority areas lacking sidewalks by 4/1/2018 and complete priority projects by 10/1/2019	
Metric(s): Linear feet of sidewalk produced	

ENG-9: Expand Low-Stress Bicycle Network	
Lead: Transportation	Support: Park and Planning, State Highway Admin.
Action: Using the Bicycle Master Plan as a guide, construct new bikeway facilities to create a highly-connected, convenient and low-stress bicycling network	
Why do this: A low-stress bicycle network allows for more people to bike and create needed separation from traffic	
Deadline: Ongoing Effort	
Metric(s): Percentage of roadways defined as "low-stress" for bicycle riders	

IMPROVING DANGEROUS INTERSECTIONS

After a bicyclist fatality in October 2016, Montgomery Parks placed flex posts on Little Falls Parkway to limit the number of travel lanes at this dangerous crossing with the Capital Crescent Trail to improve safety.





LEAD:

Montgomery County Police

Key Outcome:

Hours of dedicated enforcement for factors contributing to severe and fatal collisions



ENFORCEMENT

Vision Zero needs more than improved transportation infrastructure; it requires building a culture of safety. To encourage safe behavior, Vision Zero communities utilize evidence-based law enforcement methods, both automated and with police officers.⁹ For example, publicized sobriety checkpoints can reduce alcohol-related collisions by 17%.¹⁰ Enforcement actions will be combined with education efforts to maximize impact and ensure equitable outcomes.

ENF-1: Establish Collision Review Team

Lead: Police

Support: Transportation, CountyStat, Park and Planning, State Highway Admin.

Action: Establish a multi-disciplinary review team that will review each fatal crash as soon as possible after the event to identify potential actions the County can take at that or other similar locations to address safety issues. The team should look at all possible causal factors and present findings to the public.

Why do this: The team ensures diverse perspectives are represented when determining potential counter-measures to respond to traffic fatalities.

Deadline: Establish team and hold first meeting by 12/15/2017

Metric(s): Complete Action

ENF-2: Increase Enforcement Activities

Lead: Police

Support: Transportation, Public Information

Action: Increase enforcement of distracted, impaired, occupant protection, and aggressive driving behaviors, as well as violations of pedestrian and bicycle safety laws. Enforcement activities should concentrate in the high injury network, during peak seasons, and specific times of day. Enforcement should be performed in conjunction with education campaigns.

Why do this: For enforcement to be effective at curbing dangerous driving behaviors, there must be consistent high visibility enforcement

Deadline: Ongoing Effort

Metric(s): Hours of dedicated enforcement

ENF-3: Expand Automated Enforcement	
Lead: Police	Support: Transportation
Action: Increase the use of automated enforcement to address excessive speeds, red-light, and stopped bus violations	
Why do this: Automated enforcement has been proven to curb dangerous driving behaviors when used at appropriate locations in the County	
Deadline: Ongoing Effort	
Metric(s): Reduction in speed related crashes along Safe Speed corridors	

ENF-4: Improved Distracted Driving Detection	
Lead: Police	Support: N/A
Action: Use unmarked cars to assist with aggressive and distracted driving enforcement	
Why do this: Unmarked police vehicles can be more effective at identifying distracted drivers	
Deadline: Purchase unmarked vehicles by 12/1/2018	
Metric(s): Complete Action	

ENF-5: Collaboration with Court System	
Lead: Police	Support: MD Courts
Action: When possible and practical, inform judicial system regarding high visibility enforcement and its connection to traffic safety	
Why do this: Enforcement actions need to be supported and reinforced by judicial system	
Deadline: Complete initial outreach by 5/1/2018	
Metric(s): Complete Action	

POLICING AND EQUITY IN VISION ZERO

The Montgomery County Police Department is committed to maintaining respect for individual rights and human dignity in all interactions with our diverse community. As part of that promise, MCPD will carry out its high visibility enforcement efforts by:

- Collaborating with the Department of Transportation, Office of Public Information, and regional partners to combine education activity with enforcement efforts
- Use collision data to target the areas and behaviors that lead to severe and fatal collisions
- Adopt the recommendations of the equity task force as outlined in action item LPA-2
- Continue to post traffic citation data on the County's open data portal, which includes the person's race and gender
- Continue automated photo enforcement





LEAD:

Public Information Office

Key Outcome:

Increased awareness of dangerous driving, biking, and walking behaviors



EDUCATION AND TRAINING

Creating a safety culture in Montgomery County is not limited to issuing warnings and citations. The County must engage the public and County employees using a variety of outreach methods to instill safe behaviors. Tied with enforcement, Montgomery County will be a safe place to get from point A to point B.

EDU-1: Create Comprehensive Outreach Strategy	
Lead: Public Information	Support: Transportation, Police, CountyStat
Action: Develop a communication and outreach strategy for specific groups most at risk of being involved in a severe or fatal collision (e.g. seniors, school-aged children, persons with disabilities)	
Why do this: Need a strategy to properly identify the means in which the County will perform outreach	
Deadline: Publish strategy by 5/1/2018	
Metric(s): Complete Action	

EDU-2: Expand Safe Routes to School Activities	
Lead: Transportation, Public Schools	Support: VZ Steering Committee
Action: Expand the County's Safe Routes to School (SRTS) activities to all schools and initiate comprehensive traffic safety education for pedestrian, bicycle, and driver safety at appropriate ages	
Why do this: Through SRTS, the County Government and Public Schools can initiate targeted education and engineering projects to improve the pedestrian environment and encourage more students to walk or bike to their school	
Deadline: Have agreement between MCPS and MCDOT to expand SRTS activities by start of 2019-2020 school year	
Metric(s): Reduction in severe and fatal collisions involving school-aged children	

EDU-3: On-bike Education Programs for Kids	
Lead: Transportation, Public Schools	Support: County Executive's Office, Police
Action: Establish an on-bike education program to teach bike safety skills to all elementary school children	
Why do this: School-aged children are over-represented in bicycle collisions. Working in schools is the best way to reach this group.	
Deadline: Have agreement between MCPS and MCDOT by start of 2019-2020 school year	
Metric(s): Reduction in severe and fatal collisions involving school-aged children on bicycles	

EDU-4: Vision Zero Outreach Grant Program	
Lead: VZ Steering Committee	Support: Public Information, County Executive's Office, Transportation, Management and Budget
Action: Establish a fund to allow government and non-governmental agencies to target education to specific at-risk groups. Groups receiving funds must have a clear link to Vision Zero, create a business plan for outreach efforts, and provide, at minimum, yearly activity reports.	
Why do this: Montgomery County Government has limited staff and resources to do targeted outreach. Non-governmental organizations in the community can utilize their existing networks to better reach specific groups.	
Deadline: Solicit proposals by 6/1/2018	
Metric(s): Increased awareness of dangerous driving, biking, and walking behaviors	

EDU-5: Safety Awareness Training for County Employees	
Lead: VZ Steering Committee	Support: Transportation, Police, Public Schools, Park and Planning, County Executive's Office
Action: Educate key staff in MCDOT, MCPD, MCPS, M-NCPPC, and the County Executive's Office on the tenants of Vision Zero either in formal presentations, roll calls, senior management meetings, etc.	
Why do this: Frontline employees must be aware of Vision Zero in order to build the culture of safety and accountability.	
Deadline: Complete first round of awareness trainings by 11/1/2018	
Metric(s): Number of County employees given training	

EDU-6: Cross-Departmental Team Building	
Lead: VZ Steering Committee	Support: Transportation, Police, Public Schools, Park and Planning, County Executive's Office
Action: Create opportunities for team building and communication across departments participating in Vision Zero	
Why do this: Need to create cross collaboration opportunities in order to reinforce the culture change required to implement Vision Zero	
Deadline: Hold at least two collaboration events by 11/1/2018	
Metric(s): Number of collaboration events held each year	

EDU-7: Raise Awareness of Sleep and Safety	
Lead: Fire and Rescue, Police, Transportation	Support: Public Information
Action: Use County programs to increase awareness of the safety impacts of sleep apnea, fatigue, drowsy driving and vehicle operation by those medically at risk, as well as older drivers	
Why do this: Impaired driving is not limited to drug and alcohol use. Drivers should be aware of when they are too fatigued to drive.	
Deadline: Complete first round of awareness trainings by 11/1/2018	
Metric(s): Number of County employees given training	

REGIONAL STREET SMART CAMPAIGN

This photo from the spring 2017 Street Smart campaign kickoff highlights safety messages that can be seen around the DC region. Learn more about regional efforts to create safer streets at beststreetsmart.net.



EDU-8: Future Technology Task Force	
Lead: Chief Innovation Officer	Support: Transportation, Police, Public Information, General Services
Action: Establish a future technology task force to keep track and report on new technologies and methods that can improve the County's Vision Zero efforts. The task force should report on, but not be limited to, new roadway countermeasures, safety enforcement, driverless vehicles, and new vehicle technology.	
Why do this: The County must stay abreast of what is happening with vehicle and roadway technology. Some advancements may help with roadway safety (collision avoidance systems) where others may cause more distractions (entertainment systems).	
Deadline: Provide first report by 12/1/2018	
Metric(s): Complete Action	

EDU-9: Training in the Community	
Lead: Public Information	Support: Transportation
Action: Identify major employers, TDM programs, and HOAs to deliver Vision Zero training and messaging	
Why do this: Community partners are necessary to build a culture of traffic safety in the County	
Deadline: Create outreach material and identify partners by December 2018	
Metric(s): Number of businesses/groups participating in Vision Zero programming	



LEAD:

Fire and Rescue Service

Key Outcome:

Maintain response times for traffic collisions with injuries based on dept. standards



TRAFFIC INCIDENT MANAGEMENT

Montgomery County residents have access to level 1 and level 2 trauma centers and an accredited Fire and Rescue Service that can decrease the morbidity and mortality of a collision through proper transport and care.¹¹ The Traffic Incident Management action area will ensure that when collisions occur in the County, prompt care will be provided.

Rapid response to car collisions is crucial, but will not come at the expense of safety for first responders. Collisions are a leading cause of fatalities for both police and fire public safety employees.^{12,13} The County will ensure the protection of the public and its employees through safe responses and on-scene traffic management.

TIM-1: Provide Prompt Emergency Medical Service

Lead: Fire and Rescue

Support: Police

Action: Maintain time to scene and time to hospital response times that meet or exceed department standards

Why do this: A key measure of service quality for Fire and Rescue service is a prompt response to medical emergencies

Deadline: Ongoing effort

Metric(s): Maintain response times for traffic collisions with injuries based on department standards

TIM-2: Devise Safe Incident Management Plan

Lead: Police, Fire and Rescue

Support: N/A

Action: Formalize a plan and training for all first responders for safe incident management

Why do this: Ensure safe and collaborative response to traffic collisions. Secondary crashes are often more severe than the primary crash.

Deadline: Establish plan by 11/1/2018

Metric(s): Reduction in the number of severe or fatal collisions occurring while in transport or on-scene of a traffic crash

TIM-3: Enhance Police Driver Training

Lead: Police

Support: N/A

Action: Expand emergency response driver training program to all police officers

Why do this: The County as an employer must provide a safe working environment for its employees. Collisions cost taxpayers due to damaged vehicles and injured employees unable to work.

Deadline: Implement enhanced driver training program by 11/1/2019

Metric(s): Reduction in the number of severe or fatal collisions occurring while in transport or on-scene of a traffic crash

TIM-4: Temporary Traffic Control Devices

Lead: Fire and Rescue

Support: Police

Action: Provide emergency response agencies with temporary traffic controls (e.g truck mounted attenuators and arrow boards) and suitable training to deploy these devices during emergency responses

Why do this: Provide a safe working environment and smooth traffic control while clearing traffic crash

Deadline: Procure traffic control devices for a pilot program by 11/1/2018

Metric(s): Reduction in the number of severe or fatal collisions occurring while in transport or on-scene of a traffic collision

MCFRS RESPONSE TIME STANDARDS

The Montgomery County Fire and Rescue Service is accredited through the Commission on Fire Accreditation International (CFAI) and is the only accredited service in Maryland as of September 2017. Maintaining accreditation is no small feat as MCFRS must meet 86 core competencies and report on 252 performance indicators.

As part of MCFRS' planning and accreditation requirements, the department has developed long-range response time targets. For the most severe injuries, MCFRS provides advanced life support 2 (ALS2) service. The long-range targets for ALS2 first-arriving units are as follows:

Population Density Area	Total Response Time 2022 Benchmarks for ALS2 Calls
Metropolitan	9:30
Urban	10:15
Suburban	11:00
Rural	12:00

To learn more about response time targets, population density areas, and risk assessment, read the 2016-2022 Fire, Rescue, Emergency Medical Services and Community Risk Reduction Master Plan available at <http://www.montgomerycountymd.gov/mcfrs/>





LEAD:

Vision Zero
Steering Committee

Key Outcome:

Passage of significant laws and policies required to implement Vision Zero



LAW, POLICY, AND ADVOCACY

Vision Zero is an all-hands-on-deck approach that requires the participation of all levels of government and the public to reach zero severe and fatal collisions. Actions in the Law, Policy, and Advocacy area seek to improve the way traffic safety is managed in Montgomery County by changing laws and policies that do not align with Vision Zero and advocating for the necessary tools to fully enact the Vision Zero strategy. Making these changes will allow for implementation of this Action Plan and set the stage for the Ten-Year Vision Zero plan.

LPA-1: Change Policies, Regulations, and Laws

Lead: VZ Steering Committee, Office of Intergovernmental Relations

Support: County Executive's Office, Transportation, Police, Public Information, Park and Planning, State Highway Admin.

Action: Identify county and state laws, policies, and regulations that are hindering the County's progress towards Vision Zero and develop strategies to update them. Emphasis should be on laws that allow for innovative engineering and ability to lower speed limits to align with leading Vision Zero practices.

Why do this: The County must have its polices, regulations, and laws reflect a safe system approach.

Deadline: Identify changes needed by 12/1/2017

Metric(s): Successful passage of new laws, policies, and regulations identified by the Vision Zero Steering Committee

LPA-2: Ensure Equity throughout Vision Zero Projects

Lead: VZ Steering Committee

Support: County Executive's Office, Transportation, Police, Public Information

Action: Establish an equity task force with community members to ensure appropriate strategies, approaches, and messaging around Vision Zero

Why do this: Equity is core to Vision Zero and needs to be prioritized in all actions

Deadline: Establish task force by 12/31/2017

Metric(s): Complete Action

LPA-3: Appoint Vision Zero Coordinator	
Lead: VZ Steering Committee	Support: N/A
Action: Appoint a Vision Zero Coordinator to oversee implementation of this plan and champion Vision Zero throughout the county	
Why do this: This initiative cuts across multiple departments and agencies and needs a single point of contact to ensure all projects are moving and meeting deadlines	
Deadline: Appoint interim manager in November 2017 with full-time coordinator by January 2018	
Metric(s): Complete Action	

LPA-4: Create Vision Zero Website	
Lead: Public Information, CountyStat	Support: Technology Services
Action: Create a Vision Zero website that contains all Vision Zero related information	
Why do this: A core piece of Vision Zero is connecting with the community. The Website should be promoted through a comprehensive public information and education campaign that encourages all residents to take ownership for providing data and input on the 10-year plan.	
Deadline: Launch initial webpage with plan release, Have full page build-out by 11/30/2017	
Metric(s): Complete Action	

LPA-5: Create Vision Zero Feedback Map	
Lead: CountyStat	Support: Transportation, Park and Planning, Public Information
Action: Create a Vision Zero concerns map that encourages the public to contribute information about crashes, near misses, and locations with perceived safety issues	
Why do this: The concerns map can be used to supplement the County's collision data	
Deadline: Publish map for public input by 11/30/2017, Update VZ Steering Committee on results quarterly	
Metric(s): Complete Action	

LPA-6: Create Pedestrian Master Plan	
Lead: Park and Planning	Support: Transportation
Action: Complete a Pedestrian Master Plan for the County to address the unique issues faced by pedestrians and people with disabilities	
Why do this: The County needs to have a comprehensive plan for how pedestrian facilities should be built and maintained in the County similar to the bicycle master plan	
Deadline: Complete master plan by 11/1/2019	
Metric(s): Complete Action	

LPA-7: Publish Collision Data	
Lead: Police	Support: Technology Services, CountyStat
Action: Publish collision data on dataMontgomery and create interactive views of the data for easier consumption and analysis by the public	
Why do this: By opening collision data to the public, the County's progress can be tracked in near real-time and additional insights regarding crashes can be gained from the public's analysis	
Deadline: Publish data by 11/1/2017	
Metric(s): Complete Action	

LPA-8: Improve Crash Data Collection	
Lead: Police	Support: CountyStat, Transportation
Action: Improve collision data collection by MCPD through prioritization of essential data elements and improved approval/revision process	
Why do this: Having key fields blank or filled out incorrectly hinders data analysis and future action plan development	
Deadline: Start outreach by 11/30/2017	
Metric(s): Number of reports with key data elements missing	

LPA-9: Establish Peer Learning Opportunities	
Lead: VZ Steering Committee	Support: County Executive's Office, Transportation, Police, Public Information
Action: Establish links with peer Vision Zero communities to create a shared learning community	
Why do this: Other Vision Zero communities have lessons learned that can be used by the County	
Deadline: Start outreach by 12/1/2017	
Metric(s): Hold at least one annual meeting with other Vision Zero communities	

LPA-10: Review Existing Traffic Safety Programs	
Lead: VZ Steering Committee, CountyStat	Support: County Executive's Office, Transportation, Police, Public Information, Management and Budget
Action: Review existing traffic safety programs to determine their effectiveness in reaching the Vision Zero goal	
Why do this: All traffic safety programs should align to a safe systems approach and the County must adjust any programs that do not align	
Deadline: Release results by 11/1/2018	
Metric(s): Complete Action	

LPA-11: Work with Municipalities	
Lead: VZ Steering Committee	Support: N/A
Action: Encourage the larger municipalities in the County (Gaithersburg, Rockville, Takoma Park) to participate or create their own Vision Zero Plan	
Why do this: Working with Rockville, Gaithersburg and Takoma Park will help to address collisions that occur in those municipalities	
Deadline: Complete initial outreach to municipalities by 1/1/2018	
Metric(s): Complete Action	

LPA-12: Engage Outside Research Partners	
Lead: VZ Steering Committee	Support: N/A
Action: Proactively engage research organizations (such as IIHS, NIH, NHTSA) in the Vision Zero initiative to support rigorous evaluation and development of best practices	
Why do this: The County has organizations that can provide expertise for implementing a safe systems approach and determining what works	
Deadline: Reach out to potential research partners by 1/1/2018	
Metric(s): Complete Action	

LPA-13: Procure Safer Vehicles	
Lead: Fleet Management, Procurement	Support: VZ Steering Committee
Action: Adopt new vehicle fleet purchasing policy to include purchasing specifications for crash avoidance systems, side and under-run guards, mirrors and lighting	
Why do this: Collision avoidance systems can lower the probability of being in a collision. For example, vehicles equipped with automatic braking reduce rear-end crashes by 40% ¹⁴	
Deadline: Finalize policy by 11/1/2018	
Metric(s): Reduction in collisions involving County-owned vehicles	

LPA-14: Build the Ten-Year Action Plan	
Lead: VZ Steering Committee	Support: N/A
Action: Initiate ten-year plan development with an open and transparent process	
Why do this: The County must have a long-term plan to get to zero by 2030	
Deadline: Start feedback sessions in January 2019, complete by November 2019	
Metric(s): Complete Action	

Status of Vision Zero action items as of 3/21/2019

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Action Item	Due Date	Status	Notes
ENG-1 Identify HINs for Modification	Identify priority HIN projects by 1/31/2018	Complete	Identified High Injury Network. Identified initial list of potential engineering options. Performed 2nd round of reviews of County-maintained portion of the HIN. Have already started some projects.
ENG-2 Road Design Standards	Publish revised road designs by 11/1/2019	On Schedule	MCDOT and M-NCPPC are advancing on this action item together under joint funding. MCDOT is also updating its existing lighting, signing, marking, and signals standards.
ENG-3 Road Safety Audits	Implement new process by 11/1/2018	On Schedule	MCDOT is adding a preconstruction RSA activity to its design process.
ENG-4 Review Transit Stops	Develop program review requirements by 5/1/2018	Complete	MCDOT identified 265 bus stops to be reviewed and potentially modified. MCDOT completed Middlebrook & MD 355 bus stop audits. MCDOT performed two additional bus stop audits in November 2018 for Wheaton CBD and Randolph Road.
ENG-5 Trail Crossings	Develop list of priority trail crossings and intersections for modification by 11/1/2018	On Schedule	Parks is implementing a pilot project to improve 18 mid-block crossings. MCDOT is coordinating with M-NCPPC 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.
ENG-6 Collaboration w State	Identify potential project areas by 1/1/18	Complete	SHA and MCDOT are prioritizing work on MD-97 (Georgia Ave) and MD-587 (Veirs Mill Rd) to develop short- and long-term solutions for pedestrian safety. SHA and MCDOT are jointly investigating and implementing safety improvements along a MD 97 corridor with SHA including curb markings, sidewalk stamps, speed limit reduction, non-traversable median, lighting improvements, signal installations, HAWK signal, RRFB signal, and lane narrowing. SHA Administrator Greg Slater has promised increased focus on pedestrian soafety by his agency to include

Action Item	Due Date	Status	Notes
			lowering speed limits to 30 MPH or lower in all central business districts and improving pedestrian crossings.
ENG-7 Ped Signals	All pedestrian signals retimed to 3.5 feet/second by November 2019	Complete	MCDOT reset the crossing time at each of the County's pedestrian signals to a 3.5 ft/sec standard. MCDOT is also installing new pedestrian signals throughout the County, including 4 pedestrian actuated beacons at Muddy Branch Rd & Harmony Hall Rd, Forest Glen Rd & Sligo Creek Pkwy, Aspen Hill Rd & Northgate Shopping Center, Democracy Blvd & Walter Johnson HS, Willard Ave & The Hills Plaza. An additional pedestrian signal at Randolph Road and Livingston Street was turned into a full signal.
ENG-8 Accelerate Sidewalk Building	Publish list of high priority areas lacking sidewalks by 4/1/18	Behind Schedule	MCDOT has contracted with a consultant to perform sidewalk evaluation throughout entire County beginning 5/1/19. In addition to the gap analysis required in Two-Year Plan, the study will evaluate ADA ramp provision and other impediments to sidewalk travel. Preliminary priority list within the High Injury Network (HIN) being developed in parallel to larger study based on BiPPA, pedestrian safety analysis, and existing sidewalk requests located within the HIN. The consultant will prioritize identifying additional sidewalk improvements within the HIN, then provide comprehensive and countywide improvement recommendations. Recommendations will include improvements to support access to future Purple Line stations.
ENG-9 Bicycle Network	On-going effort	On-going	Significant additions coming to Silver Spring and Bethesda BiPPAs for separated bicycle facilities. Construction of Second/Wayne Ave Cycletrack is underway in Silver Spring. County Council approved the updated Bicycle Master Plan on 11/27/18. MCDOT has developed a website, video, and brochure about how to use these new facilities at montgomerycountymd.gov/lookout

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Action Item	Due Date	Status	Notes
ENF-1 Fatal Crash Review Team	Establish team and hold first meeting by 12/15/17	Behind Schedule	MCPD and CountyStat have developed meeting framework, team roster, and team goals. Once non-disclosure agreement is finalized, first session can be held (target start in April). County members are also participating on the Maryland Highway Safety Office's pedestrian fatal crash review team with the Montgomery County meeting scheduled for March 28.
ENF-2 Enforcement Activity	On-going effort	On-going	MCPD will be conducting the following spring enforcement campaigns: Distracted Driving (April); Street Smart Pedestrian Safety (4/15-5/10); Click-it-or-Ticket (May); Aggressive Driving [ADAPT] (1 week in May & July); Impaired Driving (June).
ENF-3 Automated Enforcement	On-going effort	On-going	Will be addressed in new request for proposals that is due to be let out in 2019.
ENF-4 Unmarked Cars	Purchase and use more unmarked cars by 12/1/18	Behind Schedule	Issuance of unmarked vehicles is a subject of bargaining and must be negotiated with Union prior to implementation.
ENF-5 Collaboration w/ Courts	Complete initial outreach by 5/1/18	On-Going	A public-private education campaign called "Noah on Patrol" was released on May 23. As part of "Noah on Patrol," a courtwatch program will monitor impaired driving cases in the county. The State's Attorney Office will push for ignition interlocks in impairment cases.
EDU-1 Comprehensive Strategy	Publish Strategy by 5/1/18	Complete	The Public Information Office completed the 2019 strategy and the Steering Committee has committed resources to the plan. The plan was finalized on October 24, 2018.
EDU-2 Expand SRTS	Expand SRTS by start of 2019-2020 school year	On Schedule	MCDOT tasked two different consultants with additional Safe Routes to School Walk Audits in fall 2018. MCDOT and MCPS are coordinating together on Safe Routes to School programs.
EDU-3 On-bike Education	Agreement with MCPS by 19-20 school year	On-schedule	MCPS and MCDOT are coordinating together on this action item. A pilot program is already scheduled for an On-bike Education Program.

Action Item	Due Date	Status	Notes
EDU-4 Grant Program	Solicit proposals by 6/1/2018	No Resources	Due to budget constraints, the FY19 recommended budget does not fund this item.
EDU-5 County Employee Safety Campaigns	Complete first round of awareness trainings by 11/1/2018	Behind Schedule	Currently developing targeted material for key departments and divisions. Will be using a focus group of County employees to assess new distracted driving campaign this spring.
EDU-6 Team Building	Hold at least two collaboration events by 11/1/2018	Behind Schedule	Developing a job shadowing opportunity for police and DOT employees in the spring.
EDU-7 Sleep & Safety	Complete first round of awareness trainings by 11/1/2018	Behind Schedule	Activities in November were not completed due to focus on other higher priority items. This will be rescheduled for fall 2019.
EDU-8 Future Tech	1st Report by 12/31/2018	Behind Schedule	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: http://montgomerycountymd.granicus.com/MediaPlayer.php?view_id=169&clip_id=13823&meta_id=143448
EDU-9 Community Partners	12/1/2018	On-going	Developing new materials to be used for outreach. Currently using materials developed by Public Information Office, MHSO, and NHTSA.
TIM-1 Emergency Services	On-going effort	On-going	FRS has sent a proposed measurement to CountyStat for review and approval.
TIM-2 TIM Plan	Create plan by 11/1/2018	Behind Schedule	Contractor working with MCFRS and MCPD to review current practice and compare to national standards. Framework will be completed by June.
TIM-3 Police Driver Training	Improve driver training by 11/1/2019	Not Started	

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Action Item	Due Date	Status	Notes
TIM-4 Temporary Traffic Control Devices	Procure traffic control devices for a pilot program by 11/1/2018	No Resources	Due to budget constraints, the FY19 recommended budget does not fund this item
LPA-1 Law & Policy Change	Identify changes needed by 12/1/2017	Complete	County elected officials, MCDOT, and MCPD have testified in Annapolis to support bills enhancing pedestrian safety, reducing impaired driving, and bringing Vision Zero to the State.
LPA-2 Equity Task Force	Establish task force by 12/31/17	Behind Schedule	First task force meeting held on 3/7/2019. Task force meetings and report due by June. Meeting materials can be found at https://www.montgomerycountymd.gov/visionzero/equity.html
LPA-3 VZ Manager	Appoint interim manager 11/17 with full-time coordinator by 1/31/18	Behind Schedule	FY19 budget funds a contractor to coordinate and implement the Vision Zero Action Plan. The draft Request for Proposals has been written and sent for review. RFP will be out in April for a 30 day response period.
LPA-4 VZ Website	Have full page build-out by 11/30/17	Complete	Website redesign was launched last week of September 2018. Working with contractor to further build out the website with more information and resources.
LPA-5 VZ Feedback Map	Publish map by 11/30/17	Complete	App has been built and tested. App was launched with redesigned website in late September. Link at bit.ly/vzsafetymap
LPA-6 Ped Master Plan	Complete master plan by 11/1/2019	On-Going	Pedestrian connectivity mapping scheduled to start July 2018 and be complete at the end of FY19.
LPA-7 Public Crash Data	Publish by 11/1/17	Complete	All 3 tables are published and updating weekly. CountyStat will use these tables to build out dashboard.
LPA-8 Improve Crash Data Collection	Start outreach by 11/30/17	On-Going	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.
LPA-9 Peer Collaboration	Start outreach by 12/1/17	Complete and On-Going	Montgomery County is a member of the Road to Zero coalition, works with the State as participants in Towards Zero Deaths, and working with regional vision zero cohort.

Action Item	Due Date	Status	Notes
LPA-10 Review Safety Programs	Release results by 11/1/2018	Behind Schedule	Reviewing safety programs in conjunction with Equity Task Force work. Report will be out in June.
LPA-11 Municipalities	Complete initial outreach by 1/1/18	Behind Schedule	The County is working with Rockville and Takoma Park to discuss how the County can help build their Vision Zero plans. Outreach efforts will be completed by the Vision Zero Coordinator this summer.
LPA-12 Research Partners	Reach out to potential research partners by 1/1/18	On-Going	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.
LPA-13 Vehicle Procurement	Finalize policy by 11/1/2018	Behind Schedule	This action item has been moved to year two. Discussions with PRO and DGS-Fleet Management will start this summer.
LPA-14 10-Year Plan	Start feedback sessions in January 2019 , complete by November 2019	Not Started	Recommendations of Equity Task Force will set the framework for the 10-year plan. Planning will build out analysis to estimate crash risk across the entire roadway network.

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1.7 Summary of Recommendations

Table 1: Short-Term Recommendations Summary

	Description	Category
1	Encourage continued community partnerships with the Department of Housing and Community Affairs and Montgomery Housing Partnership.	Land Use
2	Implement short-term improvements on the Stoney Mill Square property by organizing existing uses to clarify vehicular and pedestrian circulation, and identifying potential areas where interim open space could be established to guide the ultimate open space configuration.	Land Use
3	Implement school speed zone on Veirs Mill Road between Galt Avenue and Connecticut Avenue.	Transportation
4	Prior to commencing construction of Montrose Parkway East, modify the project to include sidewalks, crosswalks and bikeways on Veirs Mill Road.	Transportation
5	Improve pedestrian infrastructure for the length of Veirs Mill Road and on residential streets that provide a connection between existing and proposed transit and to schools, parks and community facilities.	Transportation
6	Rebuild the pedestrian and bicycle bridge over Joseph's Branch Creek between Valleywood Drive and Moline Road.	Transportation
7	Develop an interim continuous bicycle network along Veirs Mill Road and parallel streets to provide a connection between existing transit and community uses.	Transportation
8	Improve access to and quality of existing bus stops.	Transportation
9	Expand the Veirs Mill Road and Randolph Road Bicycle and Pedestrian Priority Area boundary to include the area between Robindale Drive and the eastern plan boundary.	Transportation
10	Consider the elimination of the proposed interchange at Veirs Mill and Randolph Road from the <i>Master Plan of Highways and Transitways</i> . If such an interchange is constructed, it must be constructed in such a way that would not inhibit pedestrian, bicycle and transit accessibility. In addition it should minimize disruption to local businesses and homes.	Transportation
11	Support the alignment and implementation of the short-term alternative for the Veirs Mill Road (MD 586) bus rapid transit.	Transportation
12	Evaluate proposed BRT station locations to prioritize those that have proximity to higher density land uses, have potential for near-term redevelopment and provide improved access to community facilities.	Transportation
13	Explore opportunities to improve compliance with the existing bus- and right-turn only lanes, including strategies such as enhanced or illuminated signage, striping, colored pavement demarcating bus lanes, pavement material and automated speed enforcement.	Transportation
14	Introduce additional protected crossings that eliminate conflicts and have high rates of compliance.	Transportation
15	Improve the Matthew Henson Trail crossing by providing a protected crossing that eliminates conflicts and has a high rate of compliance, a direct crosswalk connection and additional pedestrian-scale lighting.	Parks / Transportation
16	Improve the visual presence of and connectivity to community destinations.	Civic

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AGENDA ITEM #10C
March 26, 2019
Addendum

MEMORANDUM

March 22, 2019

TO: County Council
FROM: ^{GO} Glenn Orlin, Deputy Director
SUBJECT: Vision Zero with a focus on the Veirs Mill Corridor
PURPOSE: Briefing and Discussion

State Highway Administration (SHA) staff may not be able to attend this worksession, but they do want to report that the studies noted below in the Veirs Mill Road (MD 586) Corridor are anticipated to be completed later this spring:

- MDOT SHA District 3 is conducting necessary traffic studies to evaluate the appropriateness of locating protected crossings at Norris Drive and at Andrew Street.
- MDOT SHA District 3 is conducting necessary traffic studies to evaluate the appropriateness of designating a school zone from Galt Avenue to MD 185 (Connecticut Avenue), pursuant to Maryland Transportation Code § 21-803.1 (2017) and lowering speed limits as necessary.
- MDOT SHA District 3 is evaluating infrastructure improvement options, such as refreshing existing faded pavement markings, to better ensure motorists observe existing bus/right-turn only lanes.
- MDOT SHA Highway Development is evaluating the feasibility of potential future sidewalk improvements to improve pedestrian facility connectivity.