



Committee: Directly to Council
Committee Review: N/A
Staff: Glenn Orlin, Senior Analyst
Purpose: Receive briefing and have discussion – no vote expected
Keywords: #VisionZero

AGENDA ITEM #16
June 29, 2021
Discussion

SUBJECT

Vision Zero Program - Update

EXPECTED ATTENDEES

Wade Holland, Vision Zero Coordinator
Erica Rigby, District 3 Engineer, State Highway Administration (SHA)
Derek Gunn, Acting Deputy District 3 Engineer, SHA
Matt Baker, SHA District 3
Joe Moges, SHA District 3
Hannah Henn, Deputy Director, Department of Transportation (DOT)
Michael Paylor, Chief, Division of Traffic Engineering and Operations (DTEO)/DOT
John Hoobler, DTEO/DOT
Duwan Morris, DTEO/DOT
Capt. Jim Brown, Director, Traffic Division, Department of Police
Lt. Michael Ruane, Traffic Division, Department of Police
Todd Watkins, Montgomery County Public Schools
Casey Anderson, Chair, Planning Board
Jesse Cohn McGowan, Planning Department
Kristy Daphnis, Chair, Pedestrian, Bicycle, and Traffic Safety Advisory Committee

SUMMARY OF KEY DISCUSSION POINTS

This comprehensive update, the first since January 28, 2020, was requested by Councilmember Glass during the past budget season. The subjects to be covered in this briefing include:

- Vision Zero (VZ) statistics updated from the last briefing.
- The VZ activities that have been undertaken or completed since January 2020.
- A review of the Draft 2030 VZ Action Plan and FY22-23 Work Program and the public response to it since the April 15 comment solicitation period started. The Draft Plan can be viewed here: www.montgomerycountymd.gov/Vision_Zero/Resources/Files/vz2030-plan.pdf.^{*} The Plan is anticipated to be finalized in July.
- An exploration into the Safe Routes to Schools (SRS) Program, with an eye towards determining what annual budget should be planned for SRS in both the CIP and Operating Budget.
- MCDOT's work to address concerns raised by the Commission on People with Disabilities about bus stop access when crossing a bike lane.

Councilmembers and their offices have raised many questions about safety at specific locations. Their questions, and the responses provided by SHA and County Government, are included in this staff report. In the interest of time the briefing will concentrate on the issues noted above.

The worksession will begin with PowerPoint presentations from the County Government (led by Wade Holland, the County's Vision Zero Coordinator), the State Highway Administration (led by Erica Rigby, the District 3 Engineer), the Planning Board (led by Casey Anderson, Planning Director), and comments from Kristy Daphnis, the Chair of the Pedestrian, Bicycle, and Traffic Safety Advisory Committee. The balance of time will be reserved for questions and comments from Councilmembers.

The SHA and Planning Board PowerPoints are attached. The County Government's PowerPoint is still under development; it will be circulated as an addendum in the next day or so.

This report contains:

SHA PowerPoint presentation	©1-28
Planning Board PowerPoint presentation	©29-34
February 5 memo from Councilmember Glass to Mr. Holland	©35-36
March 5 reply from Mr. Holland to Councilmember Glass	©37-39
April 13 correspondence from the Silver Spring Citizens Advisory Board	©40-41
April 29 correspondence from Francie Gilman, forwarded by the Commission on People with Disabilities	©42-45
June 8 memo from the Planning Board	©46-47
June 15 correspondence from the Action Committee for Transit	©48-49
Answers to questions raised by Councilmembers and others	©50-64

* Associated technical reports include:

Public Engagement: <https://www.montgomerycountymd.gov/visionzero/Resources/Files/vz2030-community.pdf>

Data Analysis: <https://www.montgomerycountymd.gov/visionzero/Resources/Files/vz2030-data.pdf>

Translations of the Plan in Spanish, French, Chinese, Amharic, Korean, and Vietnamese are here: <https://www.montgomerycountymd.gov/visionzero/2030lang.html>

Alternative format requests for people with disabilities. If you need assistance accessing this report you may [submit alternative format requests](#) to the ADA Compliance Manager. The ADA Compliance Manager can also be reached at 240-777-6197 (TTY 240-777-6196) or at adacompliance@montgomerycountymd.gov



PEDESTRIAN SAFETY ACTION PLAN



MARYLAND DEPARTMENT OF TRANSPORTATION™

STATE HIGHWAY ADMINISTRATION



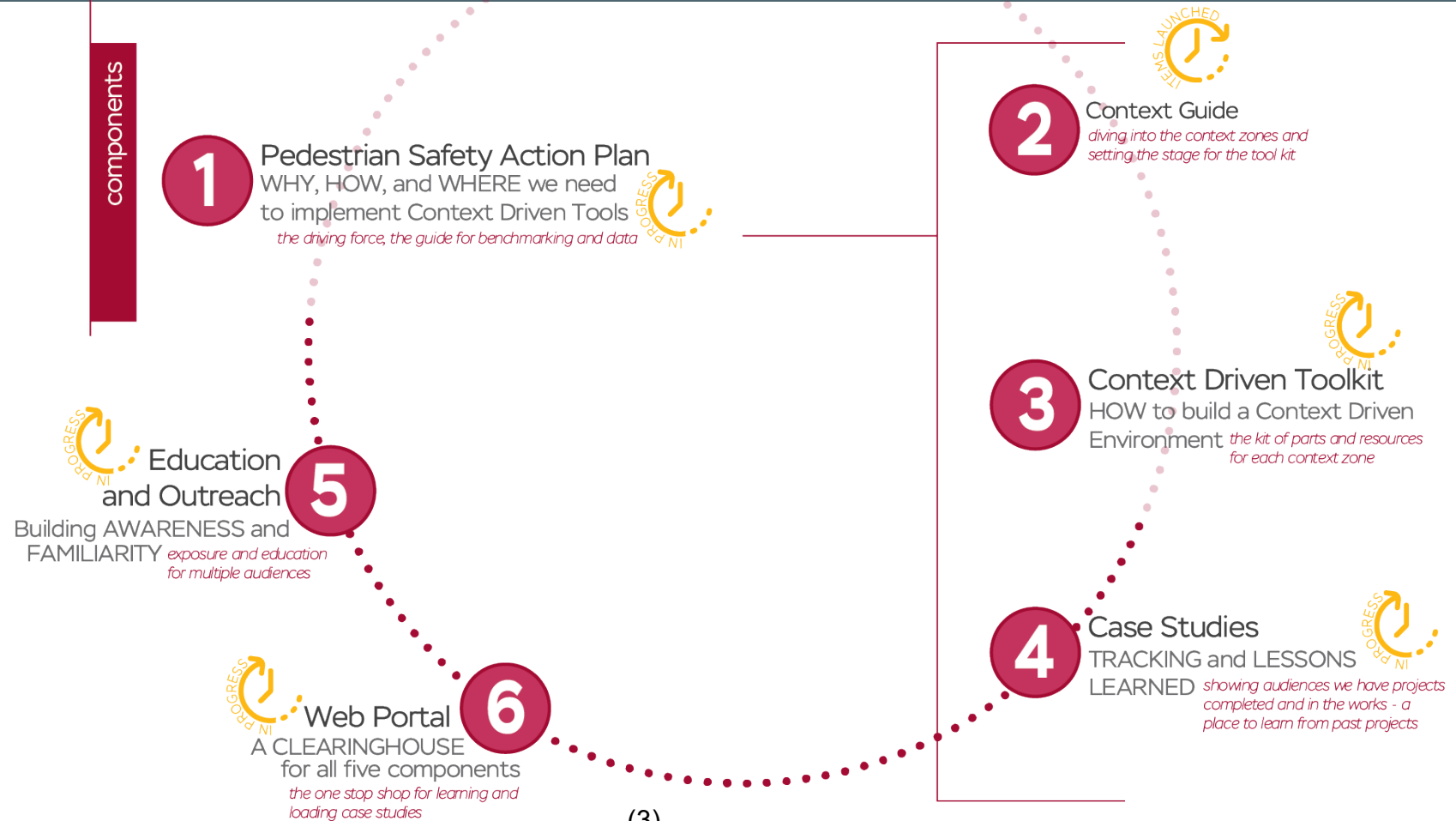
Our FRAMEWORK

*Context
Driven*

Our FRAMEWORK

Context Driven

An MDOT SHA Vision Zero Initiative stemming from SHSP strategies



Our FRAMEWORK

Context Driven



DEFINE the context ➔ *Context Driven Guide*

IDENTIFY our needs, **PLAN** our actions ➔



PROVIDE the tools for change ➔ *Context Driven Toolkit*

SHOW where these strategies have worked ➔ *Case Studies*

INVEST in people ➔ *Training*



What IS A PEDESTRIAN SAFETY ACTION PLAN



What IS A PEDESTRIAN SAFETY ACTION PLAN



A Pedestrian Safety Action Plan outlines how MDOT SHA will improve pedestrian safety by *identifying challenges, setting goals and objectives, establishing priorities, and determining where to focus roadway safety improvements.*

What IS A PEDESTRIAN SAFETY ACTION PLAN ?

Advances Maryland Strategic Highway Safety Plan goals, including *the 4 E's*:

- Enforcement
- **Engineering**
- Education
- Emergency Medical Services.

Considers **land use context** in the design of improvements

Differentiates between and balances **mobility and access**

Prioritizes roadway design projects that enhance safety for all Marylanders – pedestrians, bicyclists, drivers, and transit users



What IS A PEDESTRIAN SAFETY ACTION PLAN ?

Goals



Coordinate

Support agency partner and peer pedestrian and bicycle safety programs.



Deliver

Ensure improvements deliver context driven objectives.



Invest

Direct investment and implement countermeasures where there are known pedestrian and bicycle safety challenges.



Innovate

Leverage innovation and technology to improve pedestrian safety.



Why A PEDESTRIAN SAFETY ACTION PLAN



Why A PEDESTRIAN SAFETY ACTION PLAN



From 2018 to 2019 –

- Total crashes involving pedestrians in Maryland decreased by approximately 5 percent
- Total pedestrian injuries decreased by approximately 7 percent
- But, total number of traffic fatalities in Maryland increased by over 4 percent



Why A PEDESTRIAN SAFETY ACTION PLAN



About 25 percent of all fatal crashes in Maryland involved a pedestrian in 2019. While this was a slight decrease from 2018, that rate remains above the State's 5-year average of 23 percent and was one of the highest rates in the United States.



An aerial photograph of a large crowd of people crossing a zebra crossing. The image is dark and serves as a background for the text.

What IS THE PROCESS



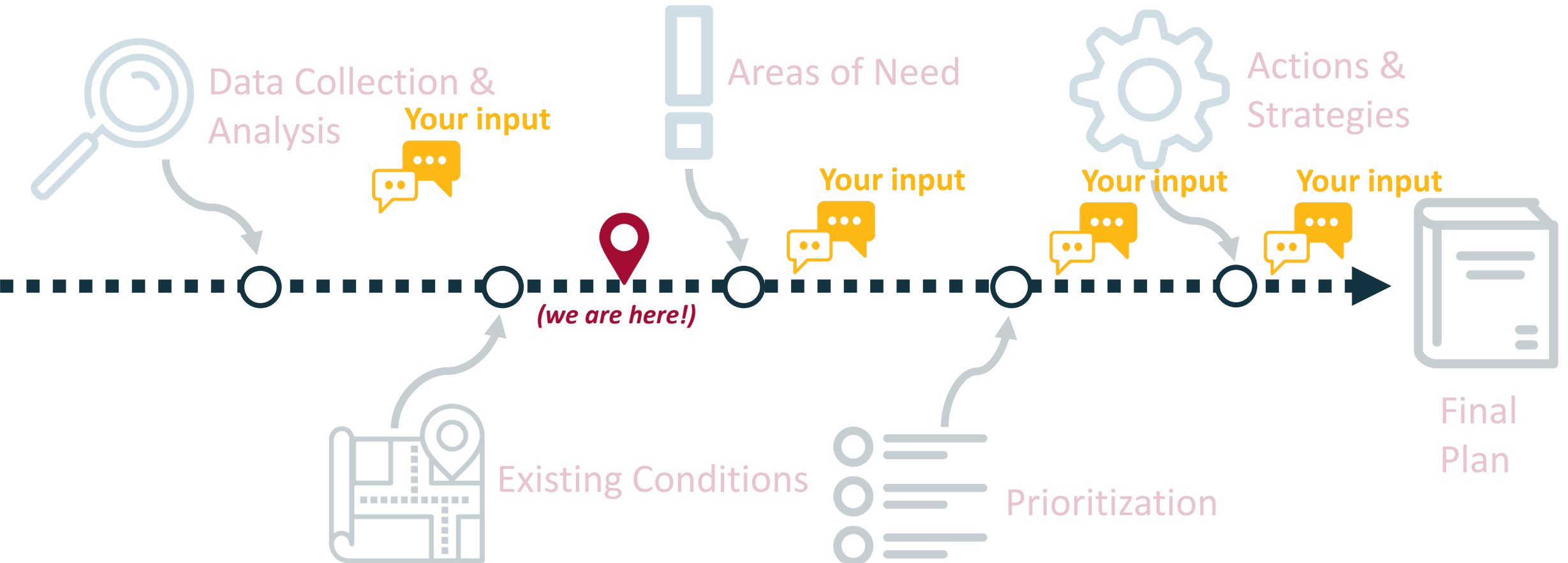
What IS THE PROCESS ?



An aerial photograph of a large crowd of people walking across a crosswalk. The crosswalk is marked with vertical white stripes on a dark surface. The people are seen from above, moving in various directions. The image is overlaid with a semi-transparent dark blue filter.

How TO GET INVOLVED & LEARN MORE

How TO GET INVOLVED & LEARN MORE



How TO GET INVOLVED & LEARN MORE

- Visit the **Context Driven** website
roads.maryland.gov/contextdriven
- Visit the **PSAP** website
roads.maryland.gov/psap
 - Review input on **comment map**
 - Watch the latest **HomeStudio** episode
 - Contact us: **SHAContextGuide@mdot.maryland.gov**





Context Driven Improvements

2020 - 2021

Recent Context Driven **Treatments**

- Evaluating all appropriate pedestrian safety measures
- Re-visiting improvements previously implemented



Speed Limit
Reductions



Pedestrian
Signals, Phasing



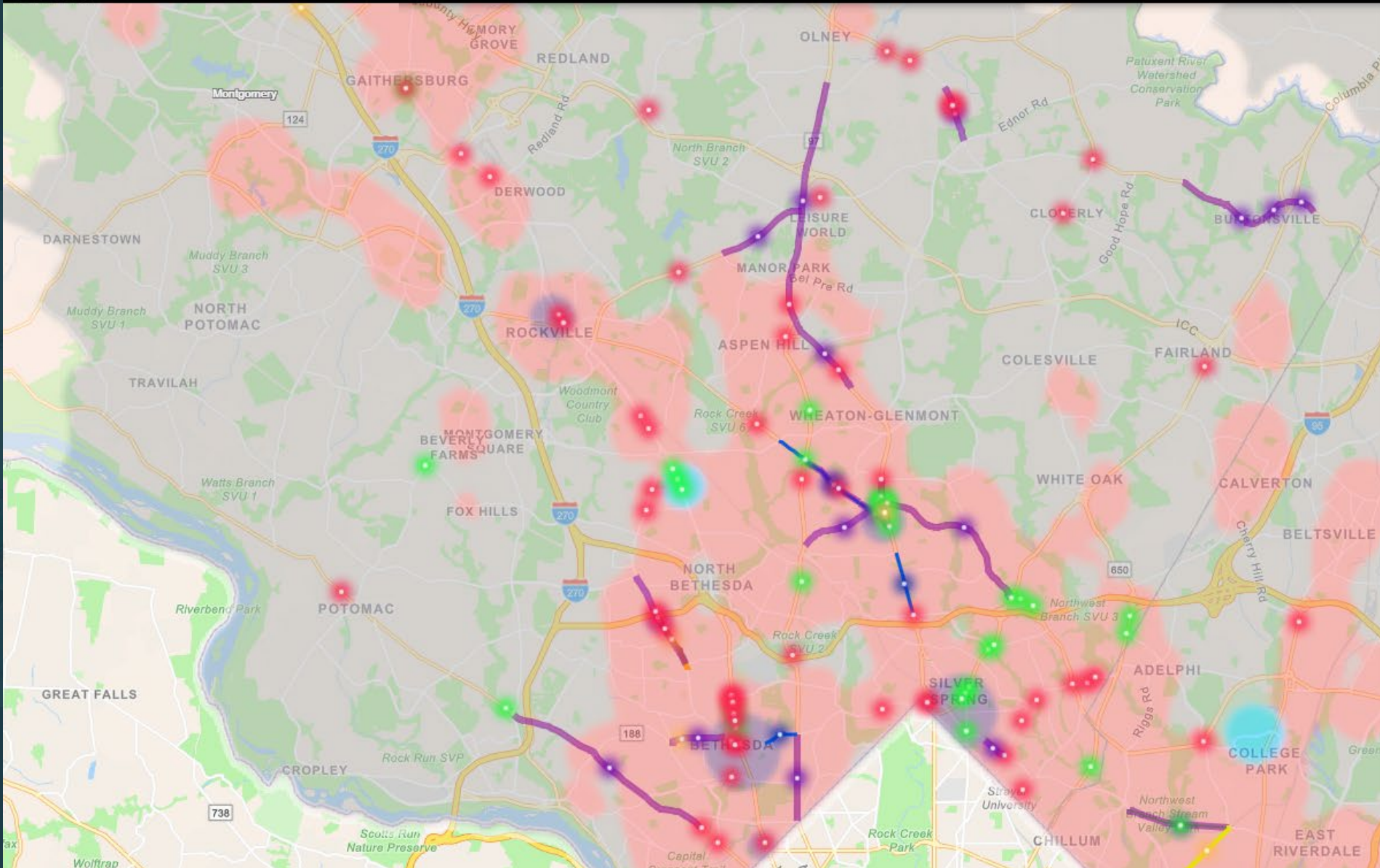
Roadway
Narrowing



Pedestrian
Crosswalks



Multi-Modal



Legend

Context Driven Improvements

- Continental Crosswalk
- Signals, Signage and Lighting
- Lane Reduction
- Bicycle and Pedestrian Improvements
- Bicycle Lanes
- Speed Limit Reduction

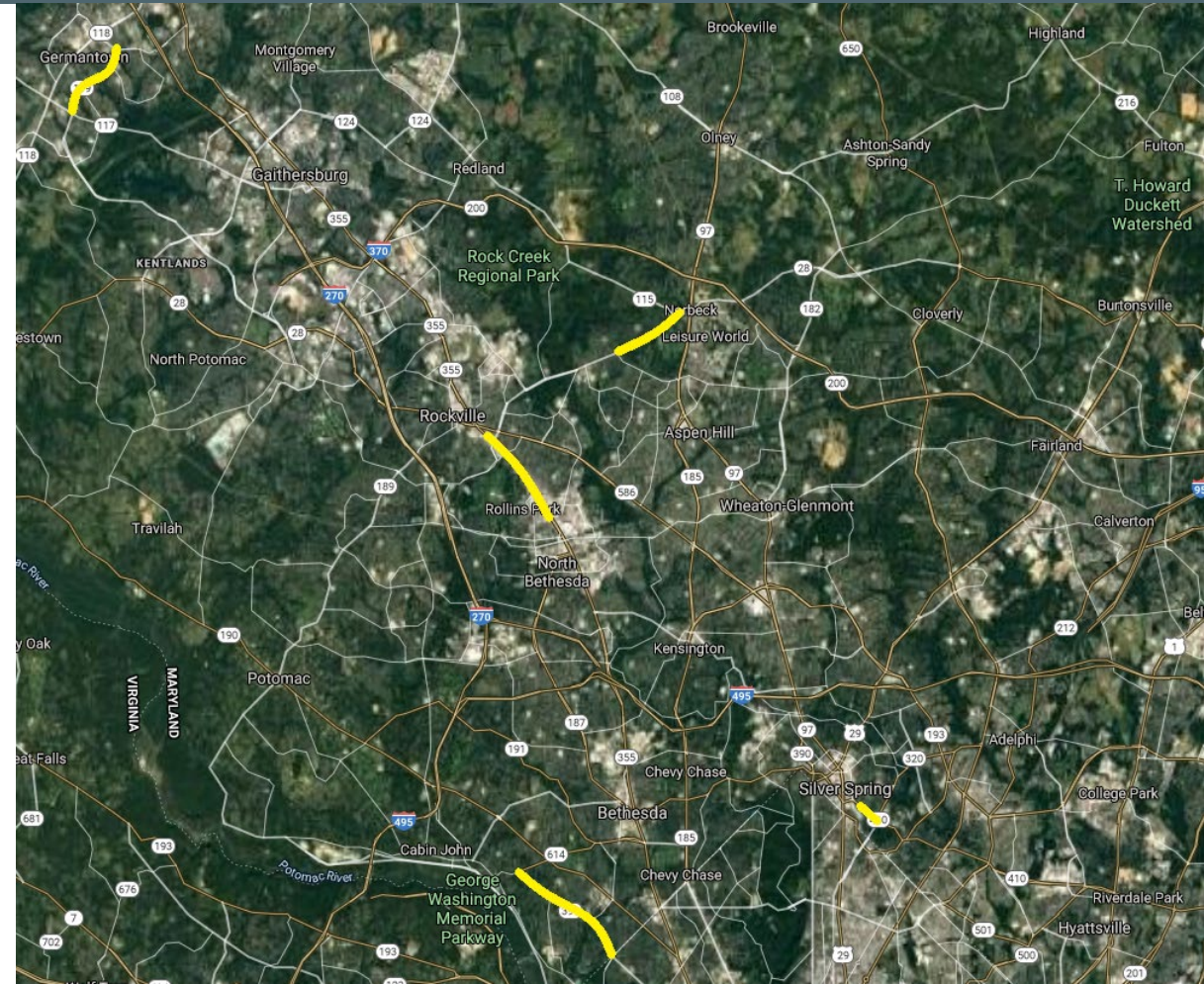
Context Driven Improvements (Linear Extents)

- Continental Crosswalk
- Signals, Signage and Lighting
- Lane Reduction
- Bicycle and Pedestrian Improvements
- Bicycle Lanes
- Speed Limit Reduction

Speed Limit Reduction to **35 MPH** or less

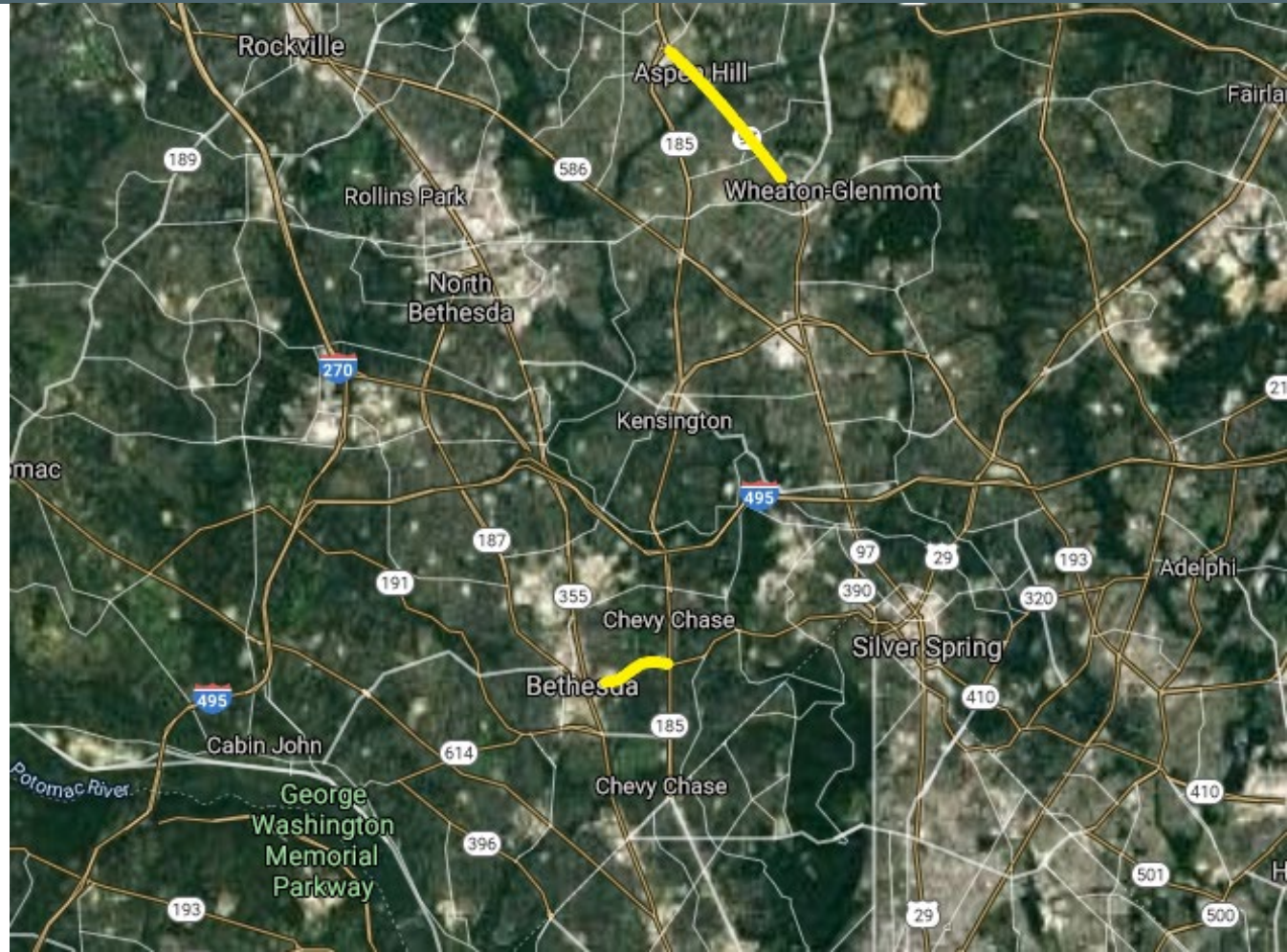
- MD 28 (Norbeck Rd) from MD 115 to Bel Pre Rd [35 MPH]
- MD 410 (Philadelphia Ave) from MD 320 to Chicago Ave [25 MPH]
- MD 119 (Great Seneca Hwy) from Middlebrook Rd to MD 117 [35 MPH]
- MD 396 (Massachusetts Ave) from DC line to MD 614 [30 MPH]
- MD 355 (Rockville Pike) from Twinbrook Pkwy to Mt. Vernon Pl [35 MPH]

(20)



Roadway Narrowing to 10.5 Ft. or less

- MD 97 (Georgia Ave) from MD 185 to Denley Rd [Wheaton-Glenmont]
- MD 410 (East-West Hwy) from MD 185 to Montgomery Ln [Bethesda]



Various Signing and Phasing



No Turn on Red

No Turn on Red Conditions implemented at locations such as MD 410/East West Highway and Grubb Road.



All Way Stop Control

All-Way Stop Control conditions implemented at locations such as MD 192/Metropolitan Avenue and St. Paul Street in Kensington.



Turn Traffic Yield to Peds

Signage installed at MD 187/Old Georgetown and Tilden Lane and MD 410 and MD 320 in Takoma Park.

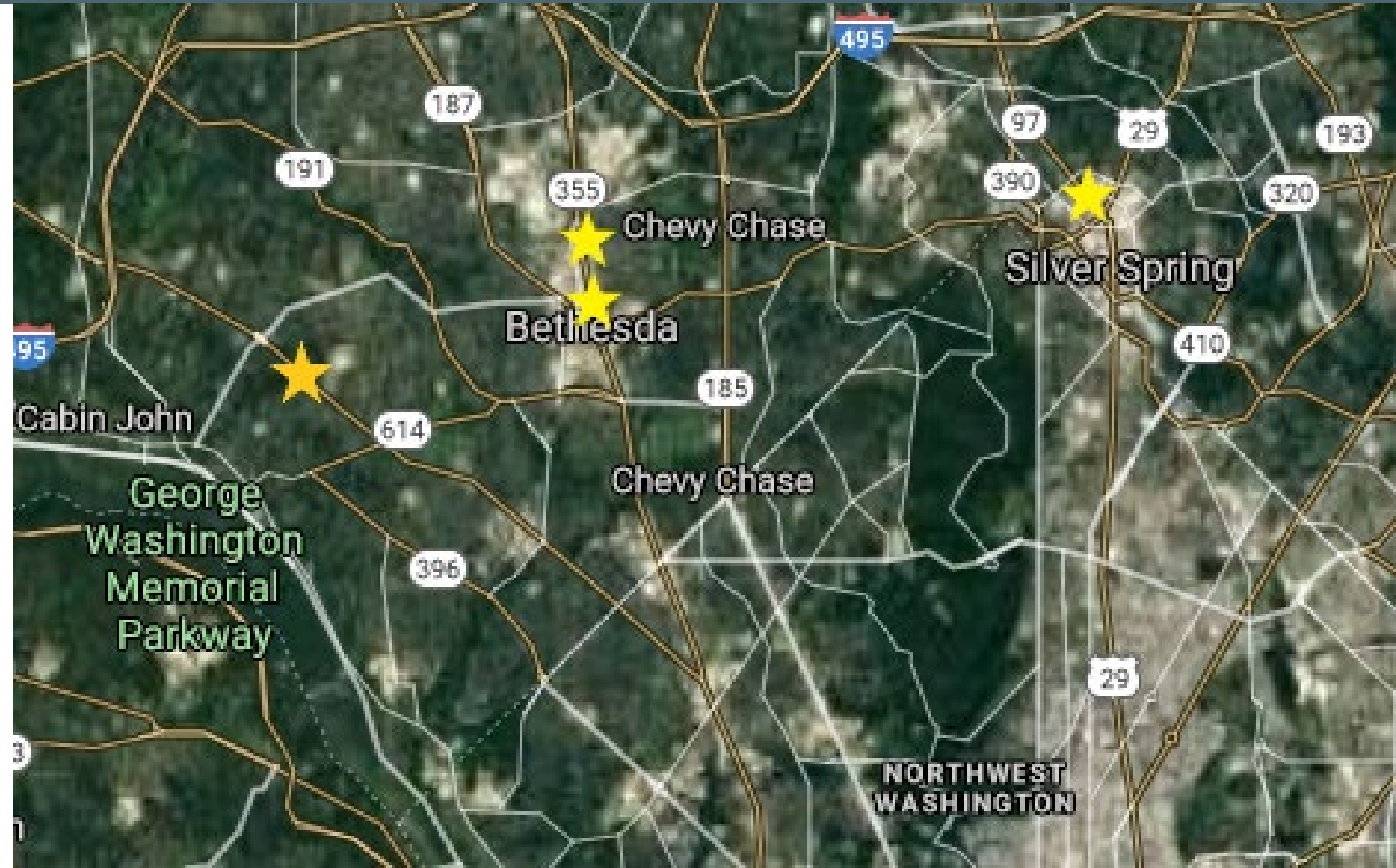


Lead Pedestrian Interval Phasing

Lead Pedestrian Interval Phasing implemented at locations such as MD 650 and Sligo Creek Parkway, MD 119 and Richter Farm Road, and MD 193 and MD 320.

Pedestrian Signals and Beacons

- MD 97 (Georgia Ave) at Fenwick Ln – Silver Spring
- MD 190 and Pyle Road
(currently under construction)
- MD 355 (Wisconsin Ave) at Avondale St/ Commerce Ln – Bethesda
- MD 355 (Wisconsin Ave) at Chase Ave – Bethesda




Pedestrian Crosswalks

- We have implemented a statewide crosswalk safety upgrade to enhanced visibility crosswalks or Continental crosswalks.
- We are utilizing a programmatic approach whereby these upgraded crosswalk markings are to be installed any time the markings are disturbed. That may be by way of resurfacing, utility impacts, or perhaps even a developer project.



Lane Repurposing



MD 187 from Cedar
Lane Road to I-495

Community Walk &
Corridor Improvements

- Removed tripping hazards and signs obstructing sidewalks
- Repaired curbs and widened sidewalks to improve safety and mobility
- Review pedestrian and bicycle safety concerns with agency member, elected officials, and citizens

MD 187 Corridor (Bethesda)



Shared Streets



- Developed a pedestrian and bicycle safety improvement pilot project
- Resurfaced corridor
- Installed high visibility crosswalks
- Installed temporary bike lanes with vertical delineators, signing, and marking

MD 193 (University Blvd) from Amherst Ave to Arcola Ave – Wheaton

Our Commitment

Creating a...



SAFE



HIGH QUALITY



EFFICIENT

...system for all Marylanders.

An aerial, slightly blurred photograph of a city street. The street is paved with red bricks and has a black car parked on it. A person is walking on the sidewalk. The surrounding buildings are multi-story, with one prominent building having a bright red roof. The scene is captured from a high angle, looking down the street.

THANK YOU!



06/29/2021

Vision Zero Update

Montgomery Planning Countywide Planning & Policy



2030 Action Plan - Planning Board Comments

- **Priority Actions:** Elevate “S-11: Improved Lighting” to a priority action item.
- **Metrics:**
 - Include measures that tie in the goals and objectives of recent and ongoing planning efforts.
 - Incorporate equity into the plan’s metrics.
 - Calculate and publish the plan’s metrics as part of each two-year work plan.

Vision Zero Community Toolkit

Proven strategies to encourage safer roadway design

- 40+ safety treatments
- Safety benefits & expected crash reduction
- Applicable locations and roadway types
(based on the Complete Streets Design Guide)
- Available in English and Spanish



<https://montgomeryplanning.org/planning/transportation/vision-zero/vision-zero-community-toolkit/>

Interactive Web Map

Tools to understand crash trends

- Depicts crashes from 2015-2019
- Summaries update based on map view
- Can isolate crashes by mode or severity
- Ability to select and export crashes

<http://www.mcatlas.org/crashmap>



Predictive Safety Analysis

A proactive approach to identifying safety challenges and solutions

- Estimate the expected number of crashes at intersections and segments for key crash types
- Working with UNC Highway Safety Research Center
- Expected completion end of 2021



<https://montgomeryplanning.org/planning/transportation/vision-zero/predictive-safety-analysis/>

Questions & Feedback

The background image shows a parking lot with several cars parked. In the foreground, there is a white signpost with two signs: the top one shows a bicycle icon and an arrow pointing right, and the bottom one shows a car icon and an arrow pointing left. Below the car icon sign, it says "Pay to Park →". A dark-colored SUV is parked to the left of the signpost. In the background, there is a white van and a line of trees.

Casey Anderson
Planning Board Chair

Jesse Cohn McGowan
Transportation Planner



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

EVAN GLASS
COUNCILMEMBER
AT-LARGE

TRANSPORTATION & ENVIRONMENT COMMITTEE
HEALTH AND HUMAN SERVICES COMMITTEE;
LEAD FOR HOMELESSNESS AND VULNERABLE COMMUNITIES

M E M O R A N D U M

TO: Wade Holland, Vision Zero Coordinator

FROM: Councilmember Evan Glass

DATE: February 5, 2021

SUBJECT: Vision Zero Next Steps

On January 23, I hosted a Vision Zero conference attended by hundreds of county residents interested in safer streets. The attendees offered us no shortage of ideas for how the county could better achieve pedestrian and street safety and how best to create a more accessible and equitable transportation network. I would like to touch on some of the main themes that we heard during the town hall and a few action items that I would like updates on going forward.

Vision Zero must engage all county residents

Many residents stated that the county should better engage diverse and low-income communities. The people most adversely affected by pedestrian collisions in Montgomery County are communities of color. Unfortunately, Black and Latino voices are too often not engaged as the county considers strategies to reduce traffic collisions. The result is often proposed solutions that are not reflective of solutions supported by those who live in the neighborhood.

As our new Vision Zero Coordinator, I encourage you to be creative in engaging in these historically less-heard communities. During the discussion of the recent Veirs Mill Corridor Master Plan the Council hosted a public hearing in the community to foster greater engagement, and as a result we saw some of the most diverse and insightful testimony ever for such a plan. I urge you and your colleagues to pursue such methods of engaging directly with communities that have higher pedestrian and bicycle fatalities.

Residents want to see results

Our residents want to see that real progress is being made to advance Vision Zero and reduce traffic fatalities. 2020 was unfortunately marked by more pedestrian fatalities than we had seen in 2019. Residents are understandably frustrated at the apparent lack of progress nearly five years after the Council adopted the Vision Zero goal. Many residents are apprehensive about our Vision Zero strategy.

Acknowledging these sentiments I ask that you work with MCDOT and MDOT SHA to explore interim and short-term solutions that could be implemented quicker than traditional traffic engineering treatments. We have seen that tools like speed radar signs and bulb outs can be very effective at reducing speeding, for example. We also know that many of our serious and fatal pedestrian collisions occur at night or dusk. Better lighting at intersections and dark stretches of road can provide both drivers and vulnerable road users with better visibility to see and be seen.

Automated enforcement is also another tool at our disposal that can be used to curb dangerous driving. I encourage you to work with the county police's Automated Enforcement Unit to find ways that cameras could be deployed to trouble spots more quickly. Many of the attendees made comments in support of greater deployment of automated enforcement as a way of reducing traffic violations with less potential for bias.

Make near-term improvements to the high injury network

Many of the streets and roads that residents raised concerns about during the town hall are located on the high injury network--roads and corridors that see higher frequencies of serious or fatal collisions. Many of these corridors are in areas with significant Black or Latino populations, such as the Veirs Mill Road and University Boulevard corridors. Please work with MCDOT and SHA to identify near-term treatments that can be used to make some of these corridors safer for all road users using some of the tools mentioned above.

Build upon the Vision Zero progress table

The progress table currently provides status updates on our 30+ Vision Zero action items. While it is useful information, residents think more could be done to profile both progress and to convey engineering or other speed bumps that are holding up improvements desired by the community. We received many comments at the event from residents who had requested lower speed limits, new crosswalks, or new sidewalks that had been rejected or indefinitely delayed by either MCDOT or MDOT SHA.

Providing greater transparency about what goes into these decisions and how the decision-making process is carried out will give residents more information to advocate for improvements and it will provide greater accountability to community requests. Too often a community will spend time and effort pushing for something like a new traffic signal only to have it rejected after years of study with an unsatisfactory explanation given for the decision. Access to information and the decision-making process will foster greater trust among the public that the county is serious about pursuing these goals.

Going forward

I thank you again for all of the hard work you have done since becoming Vision Zero Coordinator and in your prior interim role over the past several years. Montgomery County is a leader among suburban jurisdictions in implementing Vision Zero and acting upon our goals. I trust that you will keep us moving in the right direction through community engagement.

cc: Director Chris Conklin, MCDOT
Acting District Engineer Erica Rigby, MDOT SHA



OFFICE OF THE COUNTY EXECUTIVE

Marc Elrich
County Executive

Richard S. Madaleno
Chief Administrative Officer

MEMORANDUM

March 5, 2021

TO: Councilmember Evan Glass

FROM: Wade Holland, Vision Zero Coordinator, Office of the County Executive

SUBJECT: RE: Vision Zero Next Steps

Dear Councilmember Glass,

Thank you for hosting and bringing stakeholders together for the Vision Zero Conference on January 23. As you mentioned, the size of the crowd on a Saturday morning shows strong demand for and commitment to making Montgomery County's streets safer for all.

Your summary of resident feedback is helpful as we work to continuously improve the implementation of Vision Zero projects, campaigns, and overall communication. Below is what we are doing or plan to do to that will help to address the concerns residents voiced at the conference. It would also be beneficial for us to get the chat transcripts and any feedback that was received during and after the conference about specific roads and intersections so we can follow-up as needed.

I would also like to share some of the feedback I received from conference attendees. Multiple participants voiced frustration that attendees were not allowed to speak and questions were not taken from the chat. I can empathize with the need to keep an all-virtual conference under two hours, but people get upset when they see the communication as one-sided in a public engagement setting. For any future virtual or in-person conferences and town halls, we would be happy to partner to support logistics, outreach, and recruiting panelists.

Vision Zero must engage all county residents

Centering equitable, two-way communication is a major focus of our current efforts and will be an overarching component in the upcoming Vision Zero 2030 Plan. The coronavirus pandemic presented both a challenge and opportunity to keep our community outreach efforts going during this time of social isolation. During the summer and fall, I collaborated with Assistant Chief

Administrative Officer Adriana Hochberg to bring more voices into the planning process for the Vision Zero 2030 Plan and the Climate Action Plan. Together, we developed and ran a new Resilience Ambassador program where we trained five high school students on traffic safety, climate, equity, and how to perform interviews. The Resilience Ambassadors interviewed 130 residents, with the majority being under the age of 18 and black, indigenous, persons of color. We also hosted eight community conversations explicitly targeted to neighborhoods and demographic groups that our data showed have not traditionally engaged in the planning process. Three of the community conversations were held completely in other languages, featuring Spanish, Chinese, and Amharic speaking residents. Their feedback has helped shape both plans and it was heartening to hear from participants how much they appreciated the County Government working to hear their stories and perspectives. We hope after the planning phases are over to continue with some versions of these outreach initiatives.

Residents want to see results

I agree that there are more opportunities for using interim treatments and enforcement to curb the increases in fatalities. This has also been a priority for the County Executive. MCDOT and SHA implemented quick build projects such as the Middlebrook Road bike lanes and buffered sidewalk project near Seneca Valley High School, narrowing travel lanes when restriping roadways in the Wheaton Triangle, using flexposts to round off intersections along Dennis Avenue, building a walking lane along Grove St, and using a variety of tools to calm traffic along neighborhood greenways. The new automated enforcement contract will have an option to expand the speed camera fleet, and MCPD plans to expand with mobile instead of fixed post cameras so the cameras can enforce more locations throughout the year.

Make near-term improvements to the high injury network

MCDOT, along with their SHA counterparts, has finalized study and design on several high injury network corridors, and those projects are moving into construction. Each of these projects prioritize near-term fixes until larger, standalone CIP projects are created. These projects include new traffic signals and pedestrian hybrid beacons along Georgia Ave, Veirs Mill Rd, River Rd, and Bel Pre Rd to create protected crossings for pedestrians. A road diet and signal timing updates were recently completed along Middlebrook Rd in front of Seneca Valley High School. Bus stop locations were audited in the Wheaton Triangle and fixes for both WMATA and Ride On stops are underway. I have been impressed with how MCDOT has utilized its funding sources to prioritize these improvements across the County and partnered with SHA to use County funds to help move along improvements for SHA-maintained roads.

Build upon the Vision Zero progress table

I agree that our communication on projects large and small can be improved. A focus going forward is making sure that decisions made by our engineers regarding a request is in plain English and explains why the request is going forward or denied. We also need to properly set expectations for timelines for when approved projects may start construction since programs like sidewalks have a 2- to -3-year backlog due to funding constraints.

I also encourage in my community conversations that communities can be more effective in solving the issues that concern them by explaining the problems, rather than advocate for a

RE: Vision Zero Next Steps

March 5, 2021

Page 3 of 3

specific treatment. Providing the full context of an issue helps our area engineers in their assessment of the area and opens up more solutions than the community may have listed as their desired treatments.

Thank you for providing this feedback and continuing to champion Vision Zero. While there is much work to do, the support from the Council, the County Executive, and our State Delegation will keep us moving towards a county with zero traffic deaths.

Sincerely,
Wade Holland
Vision Zero Coordinator
Office of the County Executive

Cc: Chris Conklin, Director, MCDOT
Adriana Hochberg, ACAO, Office of the County Executive
Erica Rigby, Acting District Engineer, MDOT SHA



SILVER SPRING CITIZENS ADVISORY BOARD

April 13, 2021

Marc Elrich, County Executive
Montgomery County

[Delivered via e-mail]

Advice from the Silver Spring Citizens Advisory Board re:

SPEEDING ON GEORGIA AVENUE AND COLESVILLE ROAD (in Silver Spring)

Dear County Executive Elrich,

- **The Silver Spring Citizens Advisory Board (SSCAB) writes to strongly support the recently announced decision of the Maryland State Police and the Montgomery County Police to address excessive speeding on the I-495 Capital Beltway, and respectfully requests that a similar initiative be launched for Georgia Avenue and Colesville Road inside the Beltway.**

The pandemic significantly reduced traffic volumes on most County roads, including Georgia Avenue and Colesville Road. While this has not been without benefits, one serious consequence is that vehicle speeds on both roads have increased considerably during the day, and to dangerous levels in the late night and early morning hours. In addition to individual vehicles speeding, there has also been an alarming increase in drag racing on both roads. Current conditions are bad, but we are worried that enforcement on the Capital Beltway will merely shift reckless speeding to the main County thoroughfares, like Georgia Avenue and Colesville Road.

At our monthly SSCAB meetings we have discussed this issue with Commander Francke – who acknowledges the problem – but candidly admitted that he and his officers are limited by resources, tools, and authority.

- **Consequently, the SSCAB advises that the County and State work collaboratively to develop a strategy to address the problem and commit the necessary resources to get the job done.**

Specifically, we advise that the following be considered and implemented:

1. Install additional speed cameras on Colesville Road between the Beltway and Sligo Creek Parkway. The steepness and sharp angle of the road make this a particularly dangerous area for vehicles and pedestrians alike, and many accidents have occurred along this stretch.
2. Install additional speed cameras on Georgia Ave in the section between 16th Street and the Beltway. Cars that don't get stopped at the red light at 16th Street pick up a great deal of speed through the Montgomery Hills area which has a high rate of accidents and many pedestrians and bus riders.
3. Add red light cameras at Sligo Creek Parkway and Colesville Road in all four directions (North and South on Colesville Road, and East and West on Sligo Creek Parkway). This is a major pedestrian crossing at the bottom of an incline in both directions along Colesville Road, and vehicles often cannot or do not attempt to maintain speed or stop when the signal changes, instead, picking up speed as they descend and accelerating further to accommodate the uphill climb. Traffic along Sligo Creek Parkway also often runs the

SPEEDING ON GEORGIA AVENUE AND COLESVILLE ROAD (in Silver Spring)

light, especially to make left turns, which is particularly dangerous to cyclists and pedestrians, among them children walking to school.

4. Ensure systematic in-person officer enforcement on Colesville Road and Georgia Avenue.
5. Reduce the speed limit on Georgia Avenue and Colesville Road inside the Beltway to 30 mph between downtown Silver Spring and the Beltway.

Regarding the speed reduction request, we believe there is no reason to maintain a 35-mph speed limit on either Georgia Avenue or Colesville Road inside the Beltway. The Maryland SHA lowered the speed to 30 mph for Georgia Avenue north of the Beltway with no negative consequences, and if anything, there are more likely to be pedestrians and bikers on or along the roadways south of the Beltway on both Georgia Avenue and Colesville Road. A 35 mph speed limit allows vehicles to travel too fast in an urban setting, and with the current policy not to ticket until a vehicle is 11 mph above the speed limit, that effectively allows cars to regularly travel the Georgia and Colesville corridors at 45 mph.

The County and State have made deep commitments to Vision Zero, but many of the Vision Zero strategies require costly road and infrastructure improvements that will take years – even decades – to design and fund. The recommendations above are affordable and cost-effective. Speed and red-light cameras along with heightened police enforcement can bring in additional revenue that is much needed for a County budget strapped from pandemic expenses.

Perhaps even more importantly, the strategies advised above send a loud and clear message to any driver tempted to speed or otherwise drive recklessly – do not try it – because the County and State has made this a priority, and there is a price to pay to breaking the law. If we don't take a proactive approach, then the message we send is that Vision Zero and safety are really not important.

As always, we appreciate your consideration of the advice that we send.

Lysette House*
Chair

Sofia Bushen*
Vice-Chair

Parliamentarian
Melanie Funder Kaye*

Secretary
Katherine Lucas McKay*

(*Signatures on file)

CC:

Montgomery County Council Members
Reemberto Rodriguez, Silver Spring Regional Area Director
Members of the SSCAB

From: [Francie Gilman](#)

Sent: Thursday, April 29, 2021 10:05 PM

To: [Seth Morgan \(cpwdchair@gmail.com\)](#)

Cc: [Luecking, Betsy](#); [pat.sheehan1@verizon.net](#); [Sue Crawford](#); [Sarah Basehart INNOW](#)

Subject: Re: Floating Bus stop concerns --

With the photos!





On Thu, Apr 29, 2021 at 10:02 PM Francie Gilman <franciegilman@gmail.com> wrote:
Hello Seth,

This is a follow-up to the phone call with County Executive Marc Elrich on March 24, 2021 where he asked you to provide a summary of concerns of people with disabilities about the floating bus stops and extended curb cut designs by MC DOT. In particular, people who blind, have mobility disabilities or who are deaf.

Over a three week period I met as a volunteer with 13 people at the Crystal Rock Drive bus stop on Middlebrook Road, the extended curb cut pilot. This was installed after concerns about the floating bus stops in Silver Spring. I've attached two photos (the floating bus stop in Silver Spring on Second Avenue at Colesville, and the extended curb/shared platform pilot in Germantown on Middlebrook Road near Crystal Rock drive showing the protected bike lanes leading to a ramp

and platform in front of the shelter). The individuals are blind (cane and dog users), have low vision, or have mobility disabilities. Most of them had been to the floating bus stops in Silver Spring. They participated as individuals, not representing any organization. All expressed serious concerns about the safety and practicality of the pilot design and the floating bus stops:

1. It's almost impossible for someone who is blind or who has significant low vision to know whether a bicycle is coming, because bicycles are fast and cannot be heard above traffic and other noise — this is true even when cyclists shout or ring their bells. It's especially dangerous with- bike lanes because pedestrians are not used to looking to the right for oncoming traffic. Even if cyclists have to go up and down a ramp, as at Middletown Road, there's no way for blind pedestrians to know if it's safe to cross to or from the bus. At a maximum, there should be no more than one bike lane to cross, as described in the motion adopted by the National Capital Area Chapter of the American Council of the Blind on April 15: "NCAC will continue to promote pedestrian safety and consistency with long-standing rules of the road by advocating that Maryland, Montgomery County, and local jurisdictions designate no more than one bike lane on the right side of a street with cyclist and buses traveling in the same direction. Pedestrians would cross no more than one bike lane, either on an extended curb or to an island, to get on or off a bus. Center protected bike lanes, with no pedestrian interaction, are acceptable, as is use of bike lanes on streets with no bus stops."
2. Guide dogs are trained to cross at a crosswalk on a corner, not across a platform that is not at an intersection.
3. Cane skills vary widely among people who are blind or have low vision. Just because a few people can safely locate and use a new bus stop design doesn't mean it's the right solution for all cane users.
4. When passengers who are blind get off a bus at an extended curb or floating bus stop, how do they know how to safely orient themselves to get to the sidewalk? What's to keep people who are blind from walking down a ramp?
5. People who use wheelchairs may not be able to see oncoming bicycles if there are people blocking their line of sight; if they cross they may not be able to maneuver quickly enough to get out of the way of a bicycle seen at the last moment.
6. When a Ride-On bus lowers the ramp for a wheelchair user it extends a foot or more into the bike lane on the shared platform, putting the wheelchair user at risk.
7. Clearing snow and ice from ramps, shared platforms and bus shelters will be essential. Snow plows can't be used, meaning that each shared platform will have to be manually shoveled and treated, a possible delay and safety risk for pedestrians.

In addition to these safety concerns there were concerns expressed about accessibility of bus stops in general and suggestions for possible ways to make the shared platform pilot a bit safer. I didn't want to overload this email, so if you want I can send you those comments separately.

We had these questions:

1. Have Ride-On bus drivers been asked for their input and reactions to the floating bus stops in Silver Spring or the Middlebrook Road pilot? What have their experiences been? Do they have any suggestions?

2. If the moratorium on constructing bus stops is not observed, where are protected bike lanes scheduled to be installed? Which bus stops will be affected? We would like an installation schedule, a list with exact locations, and a map.

It seems obvious that there should be a moratorium on construction of bus stops where pedestrians must cross bike lanes until the Vision Zero, Bicycle Master Plan, Pedestrian Master Plan have all been approved and aligned. We don't have the bicycle culture here that they have in the Netherlands -- yet. It's fair to ask that we proceed carefully to achieve that goal safely.

I hope this is useful for you and Commission members. but feel free to let me know if you have any questions before then.

Sincerely,

Francie Gilman



MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

OFFICE OF THE CHAIR

June 8, 2021

The Honorable Marc Elrich
County Executive
Executive Office Building
101 Monroe Street, 2nd Floor
Rockville, Maryland 20850

Re: Vision Zero 2030 Action Plan and FY 22-23 Work Plan

Dear Montgomery County Executive Elrich,

On June 3, 2021, the Montgomery County Planning Board reviewed the Vision Zero 2030 Action Plan and FY 22-23 Work Plan. The plan presents a holistic approach to Vision Zero and the included action items represent a major step forward in addressing the county's most pressing safety challenges. The Planning Board made the following comments:

1. Elevate "S-11: Improved Lighting" to a priority action item. Addressing lighting deficiencies is critical to improve pedestrian safety and focuses resources in communities most impacted by traffic violence.
2. Include measures that tie in the goals and objectives of recent and ongoing planning efforts. The Bicycle Master Plan, the forthcoming Pedestrian Master Plan, and the draft Complete Streets Design Guide provide guidance on what constitutes a safe and comfortable transportation network. The 2030 Vision Zero Plan metrics should build on this guidance.
3. Incorporate equity into the plan's metrics. It is recommended not that separate equity measures are developed, but that the planned metrics be disaggregated either based on the locations they serve or based on the people impacted.
4. Calculate and publish the plan's metrics as part of each two-year work plan. This update should track progress not only on the actions included in the plan, but also on the established metrics.

In addition, the Planning Board commends the Montgomery County Department of Transportation for launching a *20 is Plenty* program by piloting 20 mph speed limits along business streets in North Bethesda, Germantown Town Center, and Long Branch.

The Honorable Marc Elrich
June 8, 2021
Page Two

Thank you for your attention to this matter. If you have any questions or comments concerning our review, please contact Jesse Cohn McGowan at jesse.mcgowan@montgomeryplanning.org or 301-495-2197.

Sincerely,

A handwritten signature in black ink, appearing to be 'Casey Anderson', written over a horizontal line.

Casey Anderson
Chair

cc: Tom Hucker, Montgomery County Council
Glenn Orlin, Montgomery County Council
Jason Sartori, Montgomery County Planning Department
Jesse Cohn McGowan, Montgomery County Planning Department
David Anspacher, Montgomery County Planning Department

June 15, 2021

To: The Honorable Marc Elrich
County Executive, Montgomery County, MD
Executive Office Building, Second Floor
Rockville MD 20850

The Honorable Tom Hucker
President, Montgomery County Council
Council Office Building
101 Monroe Street
Rockville, MD 20850

From: Action Committee for Transit

Re: Vision Zero action agenda

President Hucker and Members of the Council,

We commend Montgomery County for adopting a Vision Zero policy in 2016, with a goal of reducing traffic deaths and serious injuries to zero in Montgomery County by 2030. We also commend the county for updating the county's Vision Zero plan.

However, policies and plans will not get Montgomery County to zero deaths and serious injuries in 2030. We need immediate, sustained, systemic, county-wide actions.

As we stated at the ghost shoes memorial event on Georgia Avenue on May 23 for Claire Grossmann, Robert Grossmann, Etsegenet Hurissa, and Victor Ramos, these actions must include the following:

1. \$50 million additional per year in the county budget for pedestrian and bicycle infrastructure – not paint or signs – with an emphasis on the County's equity focus areas. For comparison, the current capital budget for the Montgomery County Department of Transportation's Sidewalk Program Minor Projects (P506747) is \$19,686,000, total, for six years.
2. A safe crossing at every bus stop in Montgomery County (without removing bus stops) by 2026, starting with the equity focus areas. Bus riders are the group most affected by dangerous walking conditions, and many recent pedestrian deaths have been people walking to or from the bus. Also, Montgomery County cannot reach its transit/climate goals if people cannot safely and comfortably reach transit.
3. A safe walking/rolling/biking route to every Montgomery County public school by 2026, starting with the equity focus areas. MCPS spends nearly \$120 million per year transporting students by school bus. According to the MCPS Boundary Analysis Interim Report, 14% of MCPS students live within walking distance of school but receive school bus service because there is no acceptable walking route to school.
4. A 6-to-4 road diet on Georgia Avenue (MD97) for the 3.0 miles from the Randolph Road/Georgia Avenue interchange in Glenmont to Bel Pre Road in Aspen Hill, reallocating 1 of the 3 lanes each way from car lanes to dedicated/enforced bus lanes

and/or protected bike lanes. Almost 45,000 people live in equity focus areas that abut this stretch of Georgia Avenue.

The Action Committee for Transit looks forward to working with the Executive and Council to make Montgomery County's transportation system safe for all users, for all modes of transportation, in all communities, and for people of all ages and abilities.

Sincerely,

Paul Goldman
President, Action Committee for Transit

cc: Montgomery County Council

VISION ZERO QUESTIONS

Below are answers to questions posed by Councilmembers and their offices, provided both by the County Government and State Highway Administration.

General Questions

Please respond to the issues raised in Councilmember Glass's February 2021 memo about Vision Zero's next steps (attached).

Please see the attached memo from March 2021 responding the Councilmember Glass' February 2021 questions that came about from the Vision Zero Town Hall.

Please provide a status of Vision Zero's efforts to implement measures to protect the disability community from falling victim to traffic-related incidents in the County. Have the recommendations provided by the Commission for People with Disabilities been implemented in the Vision Zero 2030 Action Plan (attached)?

- a. ***Safety at signalized crossings*** - MCDOT has historically included accessible pedestrian signals (APS) at signalized locations to ensure that pedestrians with low visibility or auditory disabilities can both hear and see prompts to cross or not to cross.
- b. ***Field Visits with Residents with No and Low Vision*** - MCDOT is working with people with disabilities, including field visits, to determine the level of comfort for safety improvements, such as the bus platform along Middlebrook Road, to ensure that both safety and accessibility are met.
- c. ***Updated Design Guidance and Pilot Project for Safety and Navigation for People with No and Low Vision*** - With the support of the Commission on People with Disabilities, MCDOT secured a MWCOC Transportation Land Use Grant in 2020 to develop a [new design guideline and pilot project specifically for Pedestrian Navigation for the Visually Impaired in Urban Centers](#). MCDOT met with the Commission on People with Disabilities and developed a stakeholder group that performed field visits to aid in the development of the new guidelines. The guidelines will be finalized this summer and along with the draft Complete Streets Design Guidelines will help shape inclusive designs and community engagement for safety projects.
- d. ***Safety for All Roadway Users at Floating Bus Stops*** - MCDOT has implemented numerous countermeasures to slow bike and car traffic near the floating bus stops and will be implementing additional treatments at future bus stops. At the floating bus stop at Second Avenue and Colesville Road in Downtown Silver Spring, MCDOT implemented horizontal and vertical deflections, yield markings (shark's teeth), green bicycle/vehicle conflict zone markings, additional signs and flexposts, and bicycle rumble strips to alert and slow down passing cyclists. For future bus stop

treatments, MCDOT will prioritize, where possible, installing floating bus stop treatments in proximity to traffic signals to ensure that crossing pedestrians will have all traffic (car and bike) stopped when entering and exiting the stop. Included with the signalization will be audible pedestrian signals (APS) on the sidewalk and bus stop to notify users when it is safe to cross. Other design features, where feasible, will be ramps from the bus stop directly to the crosswalk. This will eliminate the need to have to cross from the floating bus stop to the sidewalk before crossing the street. The first of these bus stop types in proximity to a traffic signal will be at Montgomery Lane and East Lane as part of the Bethesda Loop project.

Please provide an update on the Safe Routes to School Program and evaluation of intersections per Vision Zero in working with MCPS to determine walking versus busing or what improvements need to be made to ensure safety along these routes.

MCDOT's understanding on this matter is that MCPS determines the pedestrian walksheds and where school children will be determined as pedestrians or as being bus riders. MCDOT uses these boundaries for its walkability audits.

Various intersections throughout the County were identified for needing upgrades; design and construction for eight spot improvements were completed in FY21:

- Charles Road and Dahill Road in Wheaton
- Tuckerman Lane and Duryea Lane in Potomac
- Beech Tree Road and Winterberry Lane in Bethesda
- Rocking Horse Road and Macon Road in North Bethesda
- Schuyler Road and Manchester Road in Silver Spring
- Newport Mill Road and College View Drive in Wheaton/North Kensington
- Longdraft Road and Sioux Lane in Gaithersburg
- Wilmett Road and Villa Drive in Bethesda

Below is an example of a treatment with bumpouts and a new, high-visibility crosswalk at Beech Tree Road and Winterberry Lane. The left is before and the right is after.



Typically, these spot improvements include curb bumpouts to reduce crossing distance and slow vehicle speeds, new high visibility continental crosswalks to better alert drivers, and signing improvements to give advance and approach warning of the crossings.

In a traditional, non-COVID year, walkability audits for schools' walksheds are performed that involve observations of arrival and dismissal periods in addition to an engineering review of the existing infrastructure. These are slated to begin again this fall.

Residents have written in about various construction and roadway projects that alter motorist and pedestrian routes that create greater risk for a collision. What is being done to ensure these altered sites remain safe? What enforcement measures are being pursued to ensure construction site/road project safety?

MCDOT has developed a comprehensive library of traffic control plans that must be implemented during construction activities that impact County roadways. This means that contractors are obligated to incorporate these temporary traffic control plans in their construction efforts. Enforcement of these efforts typically is performed by MCDOT inspectors, who ensure that compliance with the noted plans, throughout the duration of construction activities, is attained.

In recent years, the County has seen a dramatic uptick in pedestrian deaths involving the immigrants and communities of color. What is the multicultural, multi-lingual outreach strategy plan to engage these communities in traffic safety measures and save lives?

Centering equitable, two-way communication is a major focus of our current efforts and will be an overarching component in the implementation of the Vision Zero 2030 Plan. The COVID-19 pandemic presented both a challenge and opportunity to keep our community outreach efforts going during this time of social isolation. During the summer and fall of 2020, the Vision Zero and Climate Action Teams partnered to bring more voices into the planning process for the Vision Zero 2030 Plan and the Climate Action Plan. Together, we developed and ran a new Resilience Ambassador program where we trained five high school students on traffic safety, climate, equity, and how to perform interviews. The Resilience Ambassadors interviewed 130 residents, with the majority being under the age of 18 and black, indigenous, persons of color. We also hosted eight community conversations explicitly targeted to neighborhoods and demographic groups that our data showed have not traditionally engaged in the planning process. Three of the community conversations were held, in Spanish, Chinese, and Amharic. Their feedback has helped shape both plans and it was heartening to hear from participants how much they appreciated the County Government working to hear their stories and perspectives.

In the draft 2030 Action Plan, we are prioritizing outreach in several ways. Under the Culture of Safety pillar, we will work with government and community partners to communicate in multiple languages our safety campaigns and projects. We will continue our Vision Zero Youth Ambassador program with an eye towards expanding the ambassador model to include more community members.

In addition to outreach, the 2030 Plan prioritizes safety projects in communities with known high-crash risk, many of which are in Equity Emphasis Areas. These safety projects in combination with outreach will help reduce the disparate outcomes in roadway safety on our way to Vision Zero.

Please provide a response to the Planning Board's recommendations regarding the Vision Zero 2030 Action Plan (attached).

We are reviewing the Board's recommendations as part of the overall review of comments received during the 2030 Action Plan feedback phase. The comment period for residents closed on June 21 and we will be reviewing comments in late June and early July as part of finalizing the plan.

Location-specific Questions

1. **Montrose Road between Montrose Parkway and Executive Boulevard. We're looking for MCDOT to do an evaluation of a road diet or other substantial re-engineering measures in addition to the two HAWK signals they've already determined they will be installing sometime in FY22. A [17-year-old pedestrian was severely injured in a near-fatal in December 2019](#) and [a 15-year-old skateboarder was killed in December 2020](#) in this section. MCDOT's response as I understand it has been that they don't have the scope to look at a road diet concept as part of a regular safety engineering review, and such an evaluation would require more resources and perhaps its own project.**

The County submitted a Montrose Road safety project as a potential federal infrastructure or earmark item. Any news on the status of that request would be welcome. In the meantime, any ideas for how to move this forward would also be welcome. If MCDOT doesn't want to do a road diet, let's discuss it. Let's discuss facts of both crashes -- the near fatal and fatal -- which I've heard competing information on and which I don't believe have ever been disclosed. Let's discuss whether either of the drivers were charged, and if not, why not. And if it's MCDOT's determination that a road diet doesn't work or isn't necessary or effective to prevent future severe or fatal crashes here, then let's discuss to what degree the rationale for that determination fits or contradicts the principles of the County's formal Vision Zero policy.

- a. The requests for project earmarks were sent in April and no decisions about appropriations for the requests have been made. If the earmark request is not approved, MCDOT is prepared to install two pedestrian hybrid beacons (PHBs, or

“HAWKS”) to provide additional, safe pedestrian crossing locations.

- b. As part of the Collision Reconstruction Unit’s analysis of a crash, they review the evidence collected and consult Maryland state law to determine which party is considered at-fault in the crash. Charges can be recommended by the Collision Reconstruction Team, but the State’s Attorney’s Office makes the final determination to bring charges.

For the December 2019 and November 2020 serious and fatal pedestrian collisions along Montrose Road, the drivers were not charged. In both cases, it was determined that the drivers of the striking vehicles were driving at or below the speed limit of 40 MPH and there was no other evidence of driver negligence that supported bringing charges against the drivers. MCPD has provided the case details to MCDOT to assist in their evaluation of potential safety countermeasures for this portion of Montrose Road.

2. **MacArthur Boulevard near Old Angler's Inn and C&O Canal.** MCDOT last year installed concrete barriers and pylons to physically prevent illegal parkers from the shoulders of this stretch of MacArthur. People trying to access C&O Canal and Towpath have been illegally parking in these shoulders for years, blocking pedestrian and bicyclist access to the shoulder and side of the roadway and ["dooring"](#) bicyclists using the road lane.

This is a kudos to MCDOT for their efforts here. Years of asking Police to enforce illegal parking here simply hasn't worked. Police don't have the resources to keep up. And despite some initial opposition from some adjacent homeowners, MCDOT was able to meet with them and address or at least hear their concerns while making clear that the safety of pedestrians, bicyclists, and drivers is our County's number one priority. This is an example of MCDOT making physical changes to the roadway to proactively prevent dangerous situations and dangerous behaviors. In other words: True Vision Zero.

3. **Old Georgetown Road from Cedar Lane into Bethesda CBD.** When SHA made the curb lanes of Old Georgetown Road from just south of the Beltway to just north of Cedar Lane into marked bicycle lanes following the [death of Jake Cassell here in July 2019](#), they also committed to study the same treatment or a similar treatment for the rest of Old Georgetown Road south into downtown Bethesda.

There are obvious distinctions between the two sections -- Old Georgetown Road south of Suburban Hospital is already two lanes each direction instead of three lanes each way as it is from the Beltway to Cedar, SHA was able to do the section of Old Georgetown it did because it happened to have a near-concurrent resurfacing project scheduled, and Old Georgetown fronting NIH already has a great shared use path facility (the Bethesda Trolley Trail). Nonetheless, we'd like an update on if anything can be done for Old Georgetown Road south into downtown Bethesda, which still presents dangerous conditions.

- a. SHA: As mentioned, MDOT SHA's new bike lanes span MD 187 (Old Georgetown Road) from just south of the Capital Beltway to Oakmont Ave/W. Cedar Ln. We would note that the Bethesda Trolley Trail complements this improvement as it lies along the east side of MD 187 southerly up to McKinley St.
 - b. SHA: MDOT SHA's Office of Planning and Preliminary Engineering (OPPE) is currently conducting a comprehensive Needs Assessment Study for the MD 187 corridor from downtown Bethesda to North Bethesda. The study will evaluate multi-modal connectivity.
- 4. Please respond to the Silver Spring Citizens Advisory Board's specific requests to actions to curb speeding on MD 97 and US 29 inside the Beltway (see Attachment #3).**
- a. Install additional speed cameras on Colesville Road between the Beltway and Sligo Creek Parkway. The steepness and sharp angle of the road make this a particularly dangerous area for vehicles and pedestrians alike, and many accidents have occurred along this stretch.
 - i. County: The steepness and sharp angle of the road creates obstacles for the effective and accurate deployment of a speed camera. The current camera technology requires generally straight and flat roadway for optimal use. The Automated traffic Enforcement Unit will revisit this location to capture new speed data for this stretch of Colesville Road.
 - b. Install additional speed cameras on Georgia Ave in the section between 16th Street and the Beltway. Cars that don't get stopped at the red light at 16th Street pick up a great deal of speed through the Montgomery Hills area which has a high rate of accidents and many pedestrians and bus riders.
 - i. County: The use of speed cameras in commercial areas is prohibited by Maryland Law. This portion of Georgia Ave is in a commercial area.
 - c. Add red light cameras at Sligo Creek Parkway and Colesville Road in all four directions (North and South on Colesville Road, and East and West on Sligo Creek Parkway). This is a major pedestrian crossing at the bottom of an incline in both directions along Colesville Road, and vehicles often cannot or do not attempt to maintain speed or stop when the signal changes, instead, picking up speed as they descend and accelerating further to accommodate the uphill climb. Traffic along Sligo Creek Parkway also often runs the light, especially to make left turns, which is particularly dangerous to cyclists and pedestrians, among them children walking to school.
 - i. County: The number of red-light cameras is contractually limited. All available cameras are in use throughout the County. When a new contract is awarded the ATEU will evaluate new red-light camera locations. The above location will be added to our list for consideration.
 - d. Ensure systematic in-person officer enforcement on Colesville Road and Georgia Avenue.

- i. County: With the creation of the Centralized Traffic Unit, we will make sure that Georgia Ave and Colesville Road are part of our HVE (High Visibility Enforcement) locations.
 - e. Reduce the speed limit on Georgia Avenue and Colesville Road inside the Beltway to 30 mph between downtown Silver Spring and the Beltway.
 - i. SHA: MDOT SHA is actively evaluating speed conditions along the MD 97 (Georgia Avenue) corridor in coordination with our MD 97 Montgomery Hills Design Project. Currently, the posted corridor speed is 35 M.P.H. south of the Beltway and north of the Beltway to Wheaton.
 - ii. SHA: MDOT SHA's US 29 safety and resurfacing project which includes ADA upgrades is anticipated to be complete this summer. Additionally, MDOT SHA will coordinate closely with our local Vision Zero partners to evaluate all appropriate speed mitigation measures along the corridor.
- 5. The vicinity of MD 650 & I-495. The Action Committee for Transit (ACT) and others have requested pedestrian safety improvements at the on/off ramps and at the intersection of MD 650 & Elton Rd which SHA has acknowledged.**
- a. SHA: MDOT SHA's pedestrian fatality review at the MD 650 (New Hampshire Avenue) and Elton Road location is currently in progress at this time.
 - b. SHA: We will be moving forward with an expedited installation of Continental crosswalk markings to enhance visibility.
- 6. MD 650 & Lockwood Drive. ACT has requested pedestrian safety improvements at this intersection (SHA Case # SR-0434185).**
- a. SHA: MDOT SHA Office of Traffic and Safety (OOTS) is currently evaluating a No Turn on Red (NTOR) regulation for the southbound approach to this intersection. This improvement is anticipated to increase pedestrian comfort crossing the west leg crosswalk.
 - b. County: As part of the Pedestrian Safety Road Audit along Lockwood Drive, the County updated the curb ramps, sidewalk, and crosswalks at this intersection. Before and after photos below:



7. MD 650 & Dilston Road/Adelphi Road. ACT has also made a request for pedestrian safety improvements at this intersection and cc'd our office (SHA Case # SR-0434167).

- a. SHA: MDOT SHA Office of Traffic and Safety recently approved a reduction in the current 40 MPH posted speed limit to 35 MPH along MD 650 (New Hampshire Avenue) at this location. Oversized 35 MPH speed limit signs will be installed along the corridor.
- b. SHA: Additionally, a request has been sent to MDOT SHA Office of Traffic and Safety (OOTS) to consider a Lead Pedestrian Interval phase and a "Turn Traffic Yield to Peds" overhead sign for the south crossing at this location.

8. MD 97 between Glenallen Avenue and MD 185. Advocates have requested a road diet be studied on this stretch on Georgia Avenue that has seen multiple pedestrian fatalities in recent years.

- a. County: MCDOT and MCPD are actively partnering with the State Highway Administration to assess short- and long-term solutions for pedestrian safety and speed management along the Georgia Avenue corridor between Wheaton and Aspen Hill.
- b. SHA: MDOT SHA continues to evaluate all context-appropriate measures for the corridor. Lane widths were recently narrowed to 10.5 feet along this section as a traffic calming measure and crosswalks were upgraded to continental style.

9. MD 193 & Seek Lane. Delegate Charkoudian requested interim safety improvements here including a temporary traffic signal as the Purple Line construction continues.

- a. SHA: Along with our partners at MDOT MTA, we are moving forward with the installation of a temporary signal to expedite the pedestrian mobility at this intersection. Certain complicating factors have delayed implementation ranging from Purple Line Transit Partners demobilization to the recent pandemic. Signal design is 95% complete. Minor signing issues as well as CASA access issues remain.

10. MD 193 & Warwick Towers entrance (between Sligo Creek Pkwy and Arcola Avenue). Advocates requested a marked crosswalk and HAWK beacon here. WMATA and Ride On ended up relocating a bus stop to a less convenient place to take the safety onus off of SHA, but residents of those high rises still desire a crosswalk and signal/beacon there.

SHA: The relocated bus stop is now on the southeast corner of MD 193 at Sligo Creek Pkwy. This is an important improvement for several reasons. The new bus stop includes a new shelter, intersection lighting for increased safety and comfort, full pedestrian mobility with crosswalks and signals, and it is ideally located next to the Sligo Creek Trail.

11. US 29 & Hastings Drive. SHA has been planning a signal at this intersection for a couple of years. The understanding is that preliminary design has been completed; when will it get installed? It will replace the dangerous crosswalk a block south at US 29 & Indian Spring Drive.

SHA: The signal project is currently in the latter design phase. Options are being evaluated to move the project forward towards construction.

12. MD 97 & Fenwick Lane. There are requests for a traffic signal here every few months. SHA marked the crosswalk a few years ago but it remains unsignalized. It meets MUTCD warrants for a HAWK beacon, but our understanding is that SHA still has no plans to signalize it.

MDOT SHA recently completed installation of pedestrian pushbuttons as well as ground-mounted flashing beacons for both MD 97 approaches at this location.

13. Is MCDOT coordinating with MDOT on the University Boulevard Bike Lanes pilot? Is this something that possibly can be done on other major corridors that connect business districts and major schools (e.g., MD 97, MD 650, MD 410)?

SHA reached out to MCDOT in the early stage of this pilot to coordinate implementation and outreach. SHA is collecting data and community feedback throughout the summer and fall for this pilot project to evaluate its impact and see where it may be applicable to other arterials in the state.

SHA and MCDOT also coordinated regarding signal timing and Arcola Ave. The pilot project findings will help us understand what opportunities may be available in the future.

Both SHA and MCDOT have implemented road diets in the last year to address safety along high injury network corridors. In addition to the University Blvd project, SHA implemented speed limit reductions and bike lanes along Old Georgetown Road between W Cedar Lane and the Beltway. MCDOT performed a road diet and lane narrowing project along Middlebrook Road in front of Seneca Valley High School.

14. Is it possible to have a new crossing on US 29 for students who are walking to Blair HS? Has this need been identified by County Staff?

A new signal with pedestrian facilities was recently installed on US 29 at Lanark Way. Any additional new crossing can be considered at this location, but must be vetted with MDOT SHA, since this agency maintains ownership of the roadway. From MCDOT's perspective, no additional crossing at this location is necessary.

15. Have there been any major issues with new Flash Bus Stops in White Oak/Fairland in relation to pedestrian/cyclist safety?

MCDOT has not been apprised of any pedestrian/bicycle safety issues associated with Flash Bus Stops in White Oak/Fairland. As part of the construction, safety features were added around the stations such as a new traffic signal at Colesville Road and Lanark Way, curb bumpouts, and updated crosswalk markings and signage. Existing safety treatments such as the speed tables at the White Oak Transit Center are still in place.

16. Are more crosswalks on East-West Highway between 16th Street and Georgia Avenue planned?

- a. SHA: Currently, projects to install additional crosswalks have not been planned at this time. It should be noted that crosswalks are in place at all signals along this section currently as well as two unsignalized crosswalks.
- b. SHA: We are, however, looking into the feasibility of installing a HAWK signal at the existing crosswalk fronting the NOAA building along MD 410 (1305 East-West Hwy).

17. Have closed or "safe streets" had an actual impact on pedestrian/cyclist safety?

Yes. For example, the stretch of Woodmont Avenue between Elm Street and Bethesda Avenue (including crashes at those intersections), had 9 pedestrian or bike-involved crashes between 2015 and 2019. For 2020 and 2021-year-to-date,

there have been no pedestrian- or bike-involved crashes with the streatory in place.

For 2020 and 2021-year to date there were no pedestrian- or bike-involved crashes along any of the County's temporary greenways. Though due to the low traffic volume and speeds on these roadways, the prior crash history was low prior to the temporary greenway installations.

The layout of the streatory and neighborhood greenways are setup with safety in mind. For example, the use of barricades in the Wheaton streatory stopped an errant, impaired driver from entering the area in December.

18. Please share data for any accidents along Norwood Road and near Blake High School.

From 2015-2020 along Norwood Road between Attleboro Road/Eubie Blake Way and Bryant's Nursery Road, there were 18 crashes. None of the crashes involved a pedestrian or bicyclist. Eleven of the 18 involved possible or minor injuries and the remaining 7 had no injuries. Eight were single vehicle crashes, 7 rear end crashes, 2 straight movement angle (T-bone) crashes, and one head on collision. In 3 crashes, excessive speed was a contributing factor. Three crashes involved a driver that was 17 or 18 years old.

19. What is the status of improvements to the Wheaton CBD post-construction of the new County Building?

Improving safety in the Wheaton CBD have been a priority for SHA and MCDOT and have partnered to complete numerous improvements and have more in the queue.

Recently completed:

1. Speed limit reduction along Veirs Mill Road from 35 MPH to 25 MPH
2. Speed limit reduction along Georgia Avenue from 35 MPH to 25 MPH
3. Speed limit reduction along University Blvd W from 40 MPH to 30 MPH
4. Narrowed travel lanes to reduce vehicle speeds along Georgia Avenue and Veirs Mill Road
5. Added on-street, off-peak parking along Georgia Avenue
6. Added non-traversable median north of Georgia Ave & Reddie Dr
7. Installed continental crosswalks at Veirs Mill Road and University Boulevard
8. Installed continental crosswalks at Veirs Mill Road and Reddie Drive. A lead pedestrian interval, giving pedestrians a head start before cars can enter the intersection is scheduled.
9. Installed continental crosswalks at Georgia Ave & University Blvd W

10. Installed circular rapid flashing beacon, continental crosswalk, and new sidewalk at Georgia Avenue and Veirs Mill Road to improve safety and connectivity to the Metro station.
11. The monolithic island project that eliminates vehicle weaves from Georgia Avenue to Veirs Mill Road has been completed.
12. MCDOT has installed the circular rapid flashing beacons at the pedestrian crossings along Grandview Avenue near the new Planning Building and along Reddie Drive at the plaza. Both of these beacons are scheduled to be activated the week of 6-21-2021.

Scheduled projects:

1. Signal improvements at University Blvd and Grandview, Georgia and Reddie and Georgia and Blueridge are scheduled to be completed in the next year. This work includes installing a lead pedestrian interval at Georgia Avenue and Reddie Drive. The lead pedestrian interval (LPI) allows pedestrians and cyclists a head start to cross before vehicles can enter the intersection.
2. New traffic signal at Georgia Avenue and Price Avenue.

20. Traffic signal at Randolph Road and Bushey Drive. DOT reports this long planned signal will be delayed to 2023 due to budget constraints. How much funding is needed for this project?

This project is scheduled to be completed in FY 22 and has an anticipated cost of \$350,000.

21. What is the status of traffic camera placement on MD 586 and Newport Mill Road?

An application for a red light camera at Veirs Mill Rd (MD 586) and Newport Mill Road was sent to the State for review and the application was rejected.

As far as speed, MCPD conducted an analysis and have determined that the area is eligible for a speed camera. The area of Newport Mill and Veirs Mill Road has been added to the list of areas for cameras when the speed camera program is expanded. There is no timeframe at the moment for expansion until the new contract is finalized.

Please provide updates on efforts to make each of these locations safer:

22. MD 97 at Reddie Drive

SHA: MDOT SHA is coordinating with our local partners MCDOT for signal phasing improvements at this location.

23. MD 97 at Hewitt Avenue

SHA: Lane widths were recently narrowed to 10.5' at this location as a traffic calming measure. Additionally, crosswalks were upgraded to continental style. MDOT SHA Office of Traffic and Safety (OOTs) is currently evaluating a Lead Pedestrian Interval phase request at this location.

24. MD 97: Rippling Brook Drive to Connecticut Avenue

SHA: Lane widths were recently narrowed to 10.5 feet along the corridor as a traffic calming measure to support the recently implemented 35 M.P.H. speed limit. Additionally, crosswalks were upgraded to continental style along the corridor.

25. MD 97 at Randolph Road

SHA: MDOT SHA is currently evaluating pedestrian safety conditions near the Glenmont Shopping Center location.

26. MD 97 at MD 193

SHA: Pedestrian recall phasing was recently implemented at this location and ADA modifications at the southwest quadrant.

27. MD 97 at MD 185

- a. County: MCDOT has begun a pedestrian road safety audit (PRSA), the study is scheduled to be completed in FY22.
- b. SHA: Pedestrian safety improvements including continental crosswalk upgrades are scheduled to be implemented at this location.

28. MD 97 at Wendy Lane

SHA: MDOT SHA is currently evaluating pedestrian safety conditions at this location.

29. MD 97: Arcola Avenue to Randolph Road

SHA: MDOT SHA Office of Traffic and Safety (OOTs) is currently evaluating a Lead Pedestrian Interval phase request at the MD 97 (Georgia Avenue) at Arcola Avenue location.

30. MD 97 at Plyers Mill Road

SHA: “Turn Traffic Yield to Peds” signs on the overhead signal arms were recently installed at this location. Crossing timing adjustments are also being coordinated with our local partners MCDOT.

31. MD 185: Matthew Henson Trail to MD 97

- a. County: MCDOT has begun a pedestrian road safety audit (PRSA), the study is scheduled to be completed in FY22.
- b. SHA: MDOT SHA Office of Traffic and Safety recently approved a reduction in the current 45 MPH posted speed limit to 35 MPH along MD 185 (Connecticut Avenue) between approximately MD 586 (Veirs Mill Road) and MD 97 (Georgia Avenue). Oversized 35 MPH speed limit and Reduced Speed Limit Ahead signs will be installed along the corridor by late summer. Additionally, MDOT SHA District Three maintenance forces recently addressed overgrowth and debris within the median pedestrian crossing areas along the corridor.

32. MD 185 at Aspen Hill Road

SHA: MDOT SHA recently completed a signal reconstruction project including Accessible Pedestrian Signal (APS)/Countdown Pedestrian Signal (CPS) and ADA upgrades at this location.

33. Randolph Road at Parklawn Drive

- a. Removed free right turn lane on westbound Randolph Road
- b. Installed new crosswalk North leg

34. Randolph Road at Glenmont Circle

There are several safety treatments completed at the noted location, including:

- a. Speed limit signs
- b. Signal ahead signs for eastbound Randolph
- c. Continental crosswalks at Glenmont
- d. High visibility signal backplates

35. MD 193 at Grandview Avenue

A Capital Improvement Project is currently being developed by our local partners MCDOT at MD 193 (University Boulevard) and Grandview Avenue. The improvements include traffic signal upgrades, pedestrian ramp upgrades, and new crosswalks. Additionally, ped recall phasing was recently implemented at this location.



Committee: Directly to Council
Committee Review: N/A
Staff: Glenn Orlin, Senior Analyst
Purpose: Receive briefing and have discussion – no vote expected
Keywords: #VisionZero

AGENDA ITEM #16
June 29, 2021
Discussion

SUBJECT

Vision Zero Program – Update - ADDENDUM

This addendum contains the PowerPoint presentation prepared by Wade Holland, the County's Vision Zero Coordinator.

Alternative format requests for people with disabilities. If you need assistance accessing this report you may [submit alternative format requests](#) to the ADA Compliance Manager. The ADA Compliance Manager can also be reached at 240-777-6197 (TTY 240-777-6196) or at adacompliance@montgomerycountymd.gov



ZERO TRAFFIC DEATHS IN MoCo

OUR PLAN TO ELIMINATE FATALITIES AND SERIOUS INJURIES ON OUR ROADS

UPDATE TO COUNTY COUNCIL • 06/29/2021

RECENT PROJECT AND CAMPAIGN HIGHLIGHTS

Protected bike networks under construction in Bethesda and Silver Spring.

35 signals and beacons installed since 2018. 16 installed since January 2020.

Implemented Shared Streets Program.

Quick-build lane and road diets along Middlebrook Rd, Old Georgetown Rd, and University Blvd W.

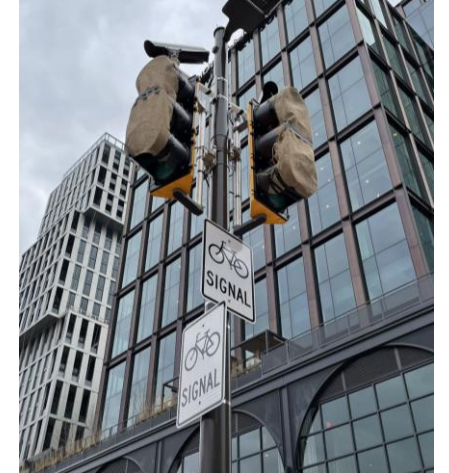
New speed management initiatives: *20 is Plenty* and dynamic speed display signs.

Finalizing 2030 Action Plan and Complete Streets Design Guide.

Applying for and securing grants for safety projects. Grants received for Connecticut Ave and New Hampshire Ave.

Implementing revamped centralized MCPD Traffic Unit on July 5.

Implemented virtual campaigns and targeted outreach during the COVID-19 pandemic.





ROAD SAFETY PROJECTS



EXPANDING COUNTY DOLLARS WITH GRANTS

Design Guidance for Urban Navigation for People with Vision Impairment
(MWCOG – Transportation Land-Use Connections)

Connecticut Ave Safety Study for Kensington
(MWCOG – Transportation Land-Use Connections)

New Hampshire Ave Safety Study & Design
(MWCOG – Safety Grant)

Helmets and Bike Rodeo Support
(Safe Kids Worldwide)

High Visibility Enforcement Support
(MHSA Highway Safety Grants)

Cordell Ave and Bethesda Elementary Safe Route
(SHA Transportation Alternatives Program)

MD355 Shared Use Path
(SHA Transportation Alternatives Program)

Germantown MARC Station Ped and Bike Access Improvements
(MWCOG – Transit Within Reach Grant)

\$45 Million Request for Ped/Bike Safety
(Federal Earmarks)

Pedestrian Hybrid Beacons
(SHA Highway Safety Improvement Program)

Neighborhood Greenway Design Guidance
(MWCOG – Transportation Land-Use Connections)

County staff have applied and, in most cases, secured outside grants for safety projects across the county. County staff have received grant support for advancing pedestrian safety audits and design, updating design guidance, and supporting outreach initiatives.

Two new safety grant opportunities were created this year by MWCOG and the State Highway Administration, the Regional Safety Program and the Highway Safety Improvement Program, respectively.

INSTALLED SIGNALS AND BEACONS

35 new signals and beacons installed since the start of Vision Zero Initiative.

Activated since January 2020:

Traffic Signals:

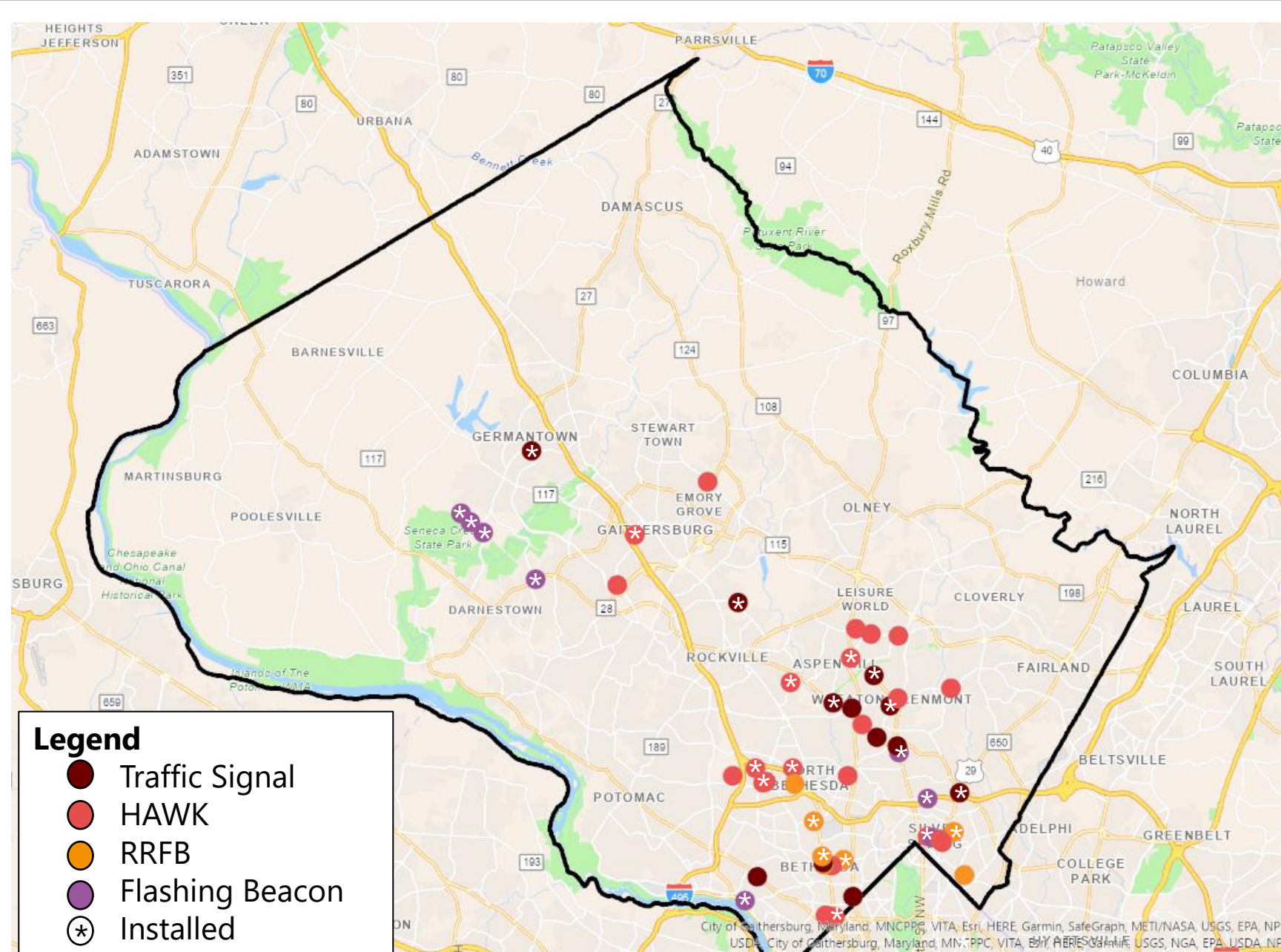
- Wisteria Dr & Crystal Rock Dr
- Georgia Ave & May St
- Colesville Rd & Lanark Way
- Veirs Mill Rd & M.H. Trail

PHB/HAWK Beacons:

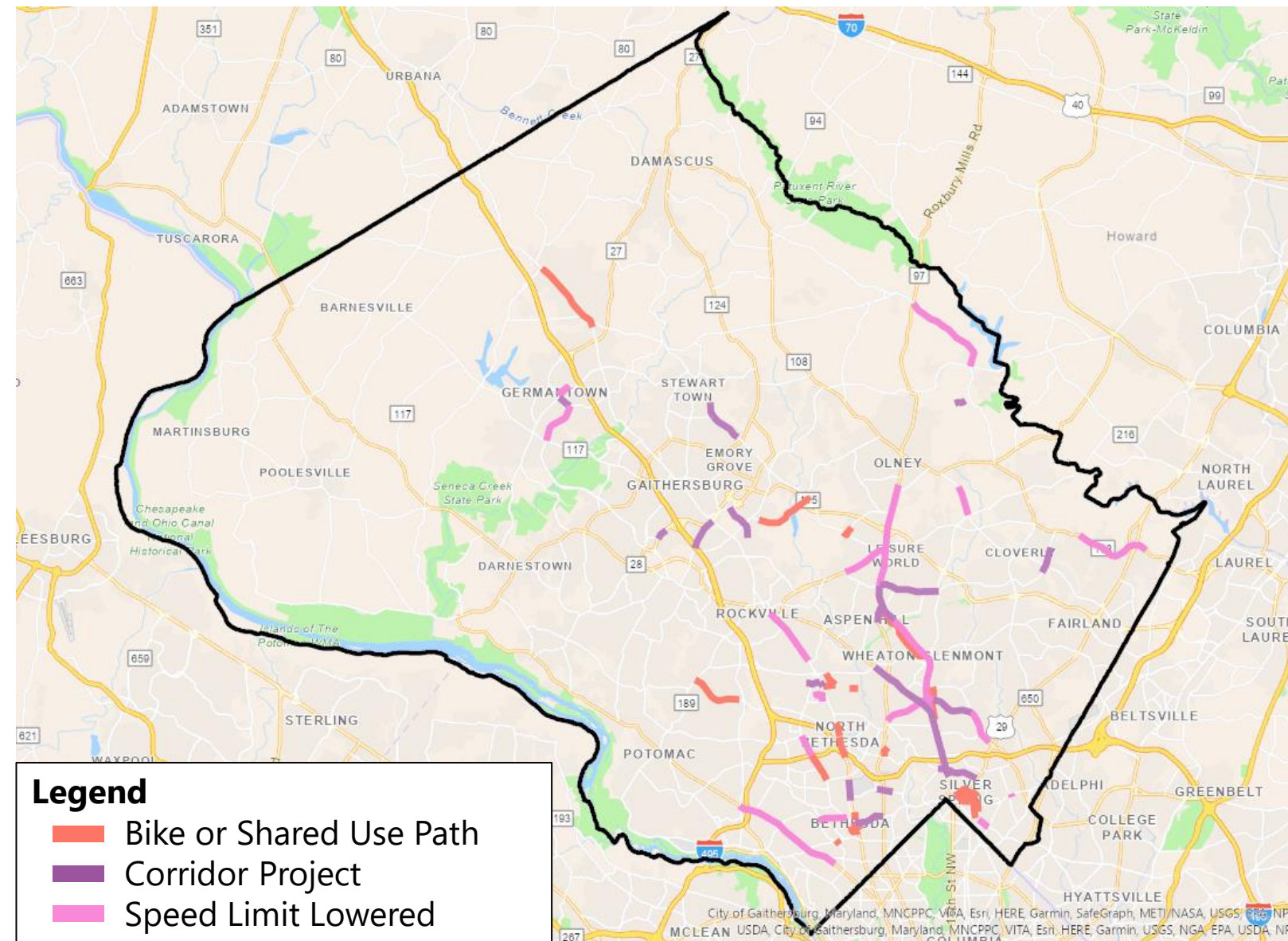
- Willard Ave & The Hills Plaza
- Democracy Blvd & Davis Library
- Democracy Blvd & WJHS
- Summit Ave & Brookfield Dr
- Twinbrook Pkwy & Rec. Center
- 6705 Rockledge Dr

Pedestrian Beacons:

- MacArthur Blvd & Dunrobbin Dr
- Dale Drive & Dartmouth Ave
- West Cedar Ln & Cedarcrest Dr
- Georgia Ave & Fenwick Ln
- Georgia Ave & Veirs Mill Rd
- Wisconsin Ave & Avondale St



CORRIDOR SAFETY PROJECTS



Bikeways under construction or starting by fall:

- Capital Crescent Surface Trail
- Woodmont Ave Separated Bike Lanes
- Frederick Rd Shared Use Path
- Marinelli Rd Separated Bike Lanes
- Montgomery Ave/Ln Separated Bike Lanes
- Cameron St to Planning Pl Separated Bike Lanes
- Kensington Pkwy Shoulder Improvements
- Grove St Neighborhood Greenway
- Emory Lane Shared Use Path

High Injury Network (HIN) Corridor Projects:

- Middlebrook Rd (implemented road diet)
- White Flint West Workaround (under construction)
- Crabbs Branch Way (under design)
- Bel Pre Rd (pedestrian beacon upgrades)
- Shady Grove Rd (signal timing)

Speed Management:

- 26 miles of roads with lowered speed limits
- 5 pilot “20 is Plenty” roads



SAFE ROUTES TO SCHOOL

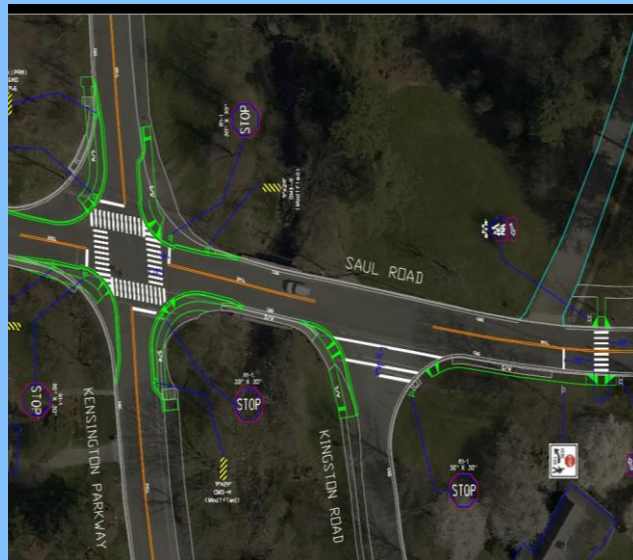


SAFE ROUTES TO SCHOOL WALK AUDITS

Before



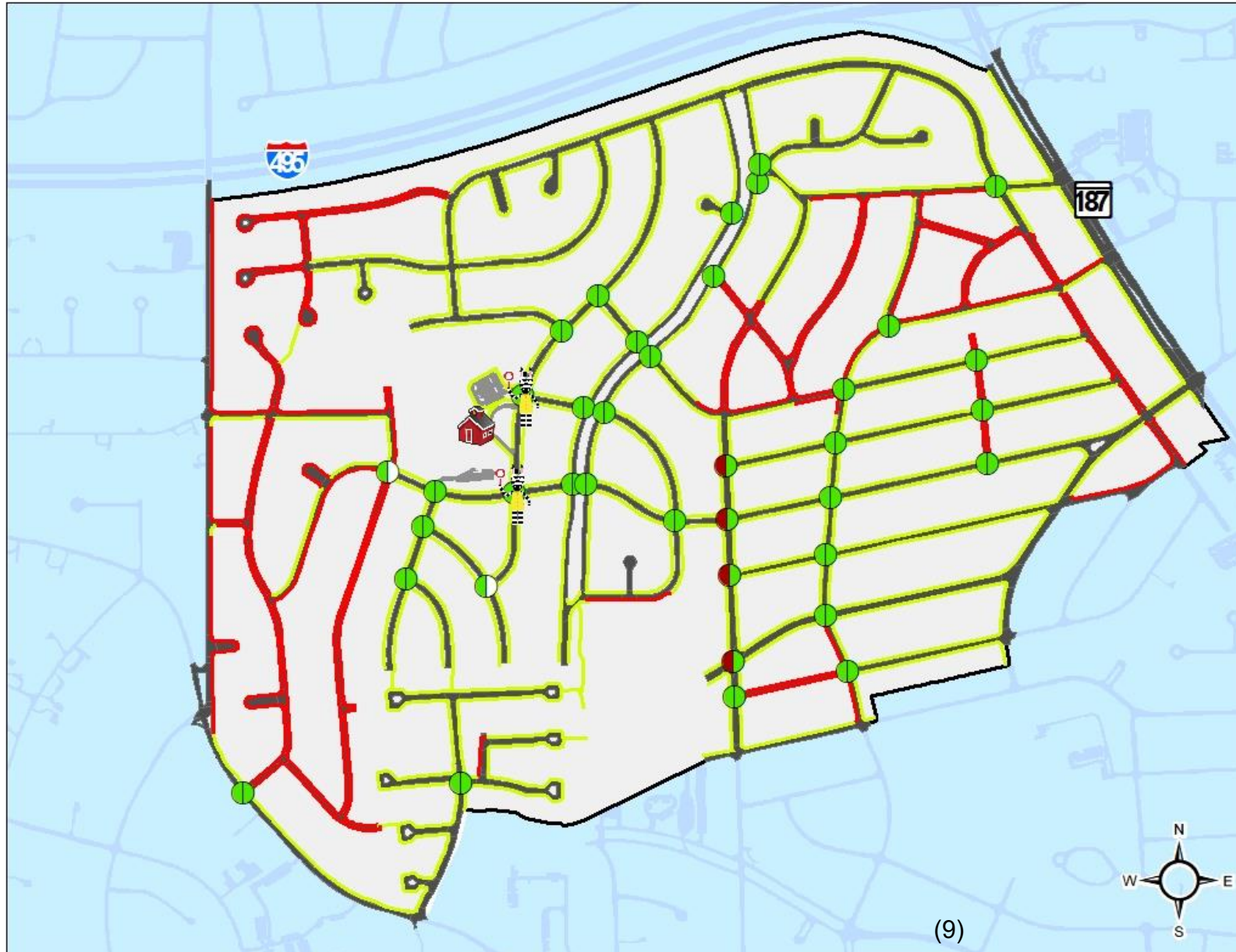
After



Improving walkability in the walkshed:

- Study and build safety improvements for 170 schools
 - Round 1 – School frontage safety improvements (same street) – study and construction complete
 - Round 2 – Walkshed safety improvements
 - Studies or "Audits" 30 / 170 complete
 - Design As needed based on study recommendations
 - Construction (excluding new sidewalk) 10 / 170 complete

UTILIZING ADDITIONAL FY22 FUNDING



The extra funds will result in a sidewalk study, 10 studies, and 3 walkshed buildouts (excluding sidewalks). Full sidewalk buildout for at least one side of the road for all school walksheds could be as high as \$350 million.

- Additional \$100K for sidewalk study
Study of existing sidewalk and sidewalk needs (based on access and safety) for MCPS walksheds in the County.
- Additional \$150K for the operating budget
Phase II assessments.
- Additional \$200K for the CIP
Implementation of capital-related infrastructure resulting from assessments.

SAFE ROUTES EDUCATION PROGRAMMING

BIKE RODEOS & COURSES



EDUCATION



OUTREACH & WALK/BIKE TO SCHOOL EVENTS



AMBASSADOR PROGRAM



Safe Routes to School education and outreach program encourages children to safely and confidently bike and walk to school through bike rodeos, outreach and education events, and engagement opportunities such as the Youth Ambassador Program and Walk/Bike to School Days.

During the COVID-19 pandemic, SRTS hosted virtual events such as [Virtual Safety Week](#) and Walking Wednesdays for pedestrian safety month. SRTS developed a [Walking School Bus toolkit](#) when schools resumed in person learning.

Stay up-to-date with SRTS projects and campaigns with the newsletter:
<https://www.montgomerycountymd.gov/DOT-PedSafety/SRTS/SignUp.html>



SAFETY FOR PEOPLE WITH DISABILITIES



STUDY FOR PEDESTRIAN NAVIGATION FOR VISUALLY IMPAIRED RESIDENTS IN URBAN CENTERS



The County Department of Transportation applied for and received a grant from the Metropolitan Washington Council of Governments to examine traveling in our urban areas and transit accessibility for people with low or no vision. The study examines existing conditions, stakeholder feedback, and leading practices to make recommendations on improving the pedestrian environment.

- Lateral deflection
- Vertical deflection
- "SLOW"
- Rumble strips (have been added since photo)



- 1. On-going discussions with Commissioners and other stakeholders –**
MCDOT continues to update and solicit feedback from the Commission on People with Disabilities regarding projects that are in the planning phase.
- 2. Pilot Navigation and Toolkit Project –** Work is on-going for a pilot project that will make improvements in Downtown Silver Spring along Fenton Street for people with no and low-vision that could be applicable across the region.
- 3. Develop updated ADA guidance based on feedback and lessons learned –** part of facility planning for FY22 budget.
- 4. Upgrade 1.0 Floating Bus Stops –** 4 bus stops on the Spring/Cedar cycle track are planned to be upgraded to incorporate features from newer bus stops.
- 5. Placing floating bus stops near signals to provide full stop for cyclists –** based on feedback, MCDOT is looking wherever possible to place floating bus stops at a signalized intersection to force all traffic to stop for people crossing.



DRAFT VISION ZERO 2030 ACTION PLAN



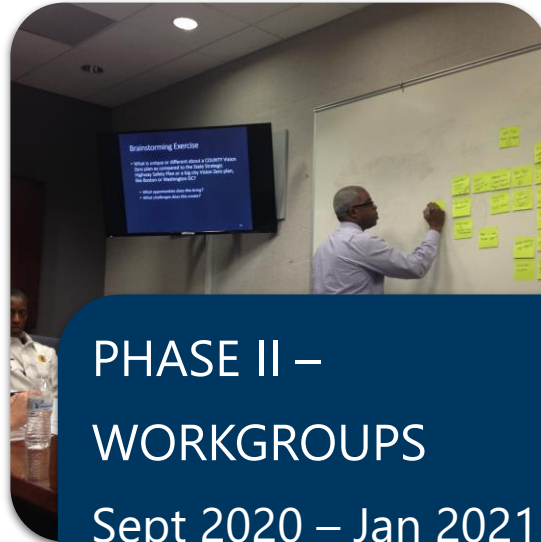
PLAN DEVELOPMENT PHASES AND TIMING



PHASE I – FACT FINDING

June – Oct 2020

- Community survey
- Community letters
- Community meetings
- Targeted outreach
- Updated data analysis and leading practices research
- Deliverable: Background packets for workgroups



PHASE II – WORKGROUPS

Sept 2020 – Jan 2021

- 3 workgroups
- Met 5 times
- Develop objectives, strategies, action items, and performance measures
- Co-chairs supported by contractors to build on progress each meeting
- Deliverable: Working draft of 2030 strategy and 2-year action plan

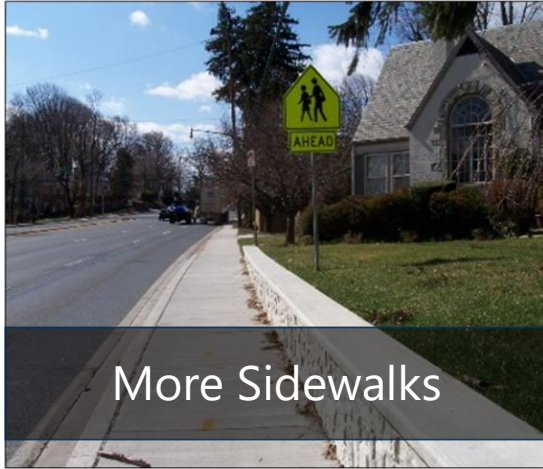


PHASE III – COMMUNITY REVIEW

April – June 2021

- Facilitated reviews
- Community survey
- Iterative drafts
- Deliverable: Final draft of 10-year strategy and 2-year action plan

PRIORITIES HEARD FROM COMMUNITY



More Sidewalks



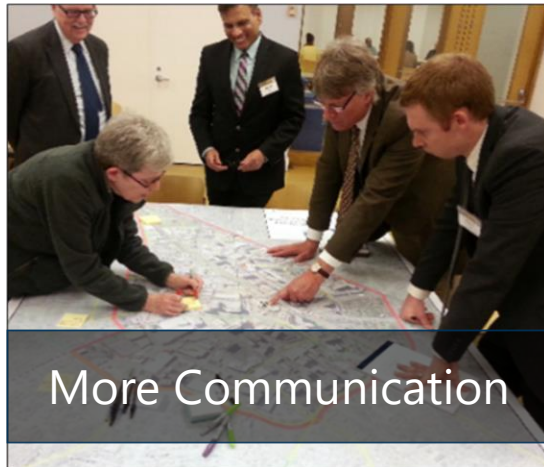
More Bike Lanes



Safer Crossings



Safe Bus Stop Access



More Communication

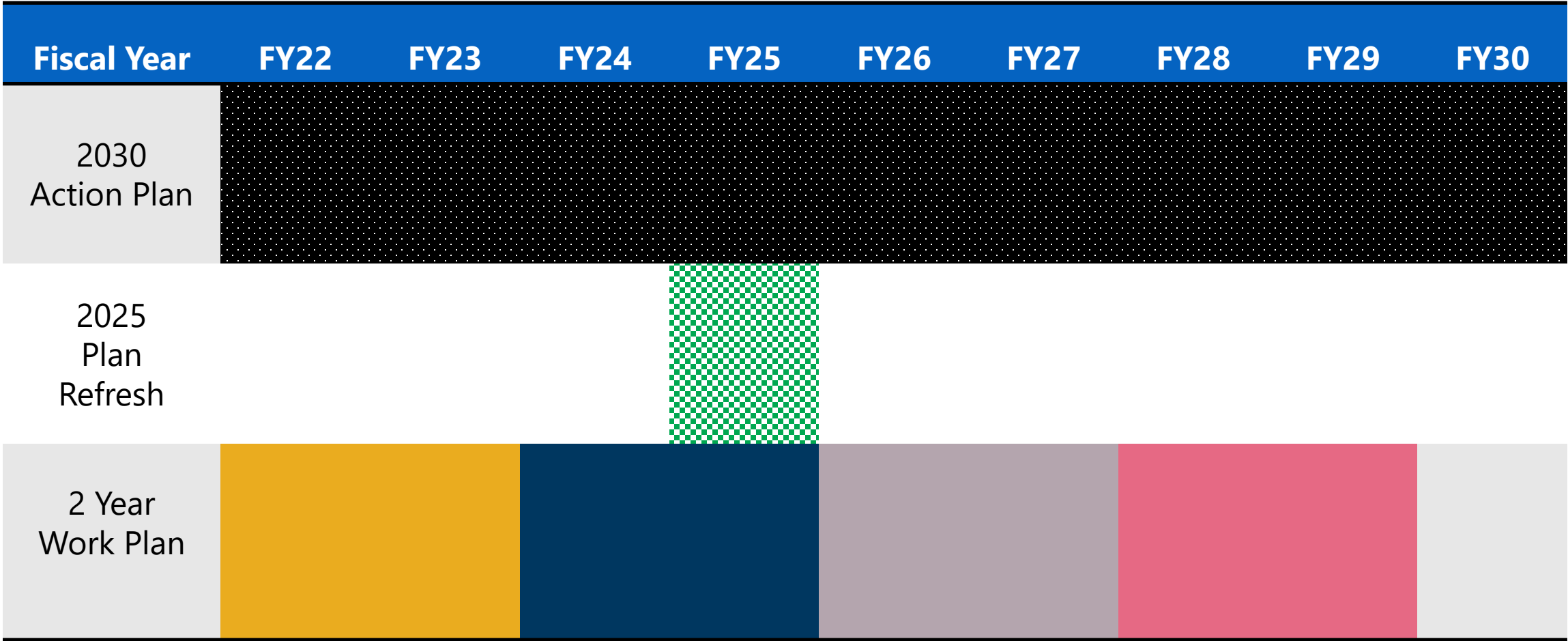


Less Speeding



Stopping for pedestrians

PLAN REFRESH POINTS



The 2030 Plan has built in refresh points, tied to the budget schedule, to keep the plan transparent, accountable, and up-to-date.

2030 PLAN PILLARS AND ACTION AREAS



Complete Streets

- Safe Streets
- Safe Speeds



Multimodal Future

- Safe Transportation
- Safe and Sustainable Communities
- Safe Vehicles



Culture of Safety

- Safe People
- Safe Post-Crash Response and Care



TRAFFIC SAFETY ENFORCEMENT



CENTRALIZED TRAFFIC UNIT



Distracted Driving



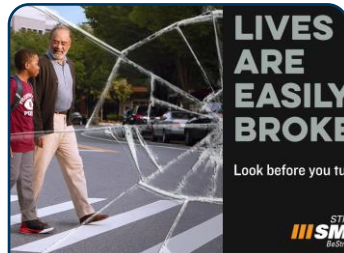
Seatbelt Use



Impairment



Speeding



Pedestrian Safety



Montgomery County Department of Police @mcpnews · Feb 24
Today, motor ofcs focused their traffic enforcement in the Shady Grove Rd corridor. Ofcs stopped 90 vehs for traffic offenses to include speeding, cell phone use, no seatbelt use, & equip violations. 6th District Cmdr, Cpt Mike Ward, explains why this enforcement is important.

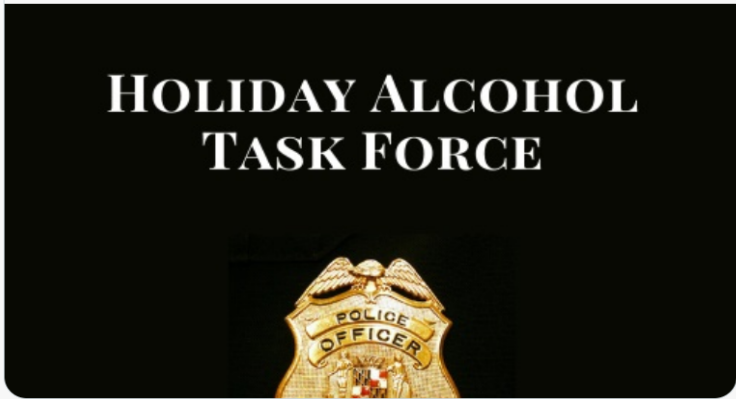


15 23 99



Mont Co Vision Zero @VisionZeroMC · Jan 8
Despite in person dining and bars closed, @mcpnews is arresting drunk drivers at about the same pace as last year. In 2019 through week 7, there were 256 arrests by the task force. Always choose a sober ride!

Montgomery County Department of Police @mcpnews · Jan 8
41 people arrested for DUI by task force officers last week. 242 people arrested for DUI by task force officers during past seven weeks. Always choose a sober ride! [www2.montgomerycountymd.gov/mcgportalapps/...](http://www2.montgomerycountymd.gov/mcgportalapps/)



1 8 13

As part of the Police Chief’s department reorganization, more traffic units from the district stations will now fall under the Central Traffic Unit starting in July. This unit will continue to the department’s implementation of a “Focus on the Five” program to provide countywide high visibility enforcement along known high-risk roadways. The new organization structure still provides traffic complaint officers at each district to respond to local complaints.



CRASH STATISTICS



Motor Vehicle Deaths in 2020 Estimated to be Highest in 13 Years, Despite Dramatic Drops in Miles Driven

A 24% spike in roadway death rates is highest in 96 years; NSC calls on President Biden to commit to zero deaths immediately.

March 04, 2021

← NEWS

2020 Fatality Data Show Increased Traffic Fatalities During Pandemic

Risky Driving Behaviors Including Failure to Wear a Seatbelt, Speeding, and Drinking While Driving Identified as Contributing Factors

HEALTH

'Tragic': Driving Was Down In 2020, But Traffic Fatality Rates Surged

March 5, 2021 - 3:30 PM ET



CAMILA DOMONOSKE



June 3, 2021
7:01 PM EDT

United States

U.S. traffic deaths soar to
38,680 in 2020; highest
yearly total since 2007

2 minute read

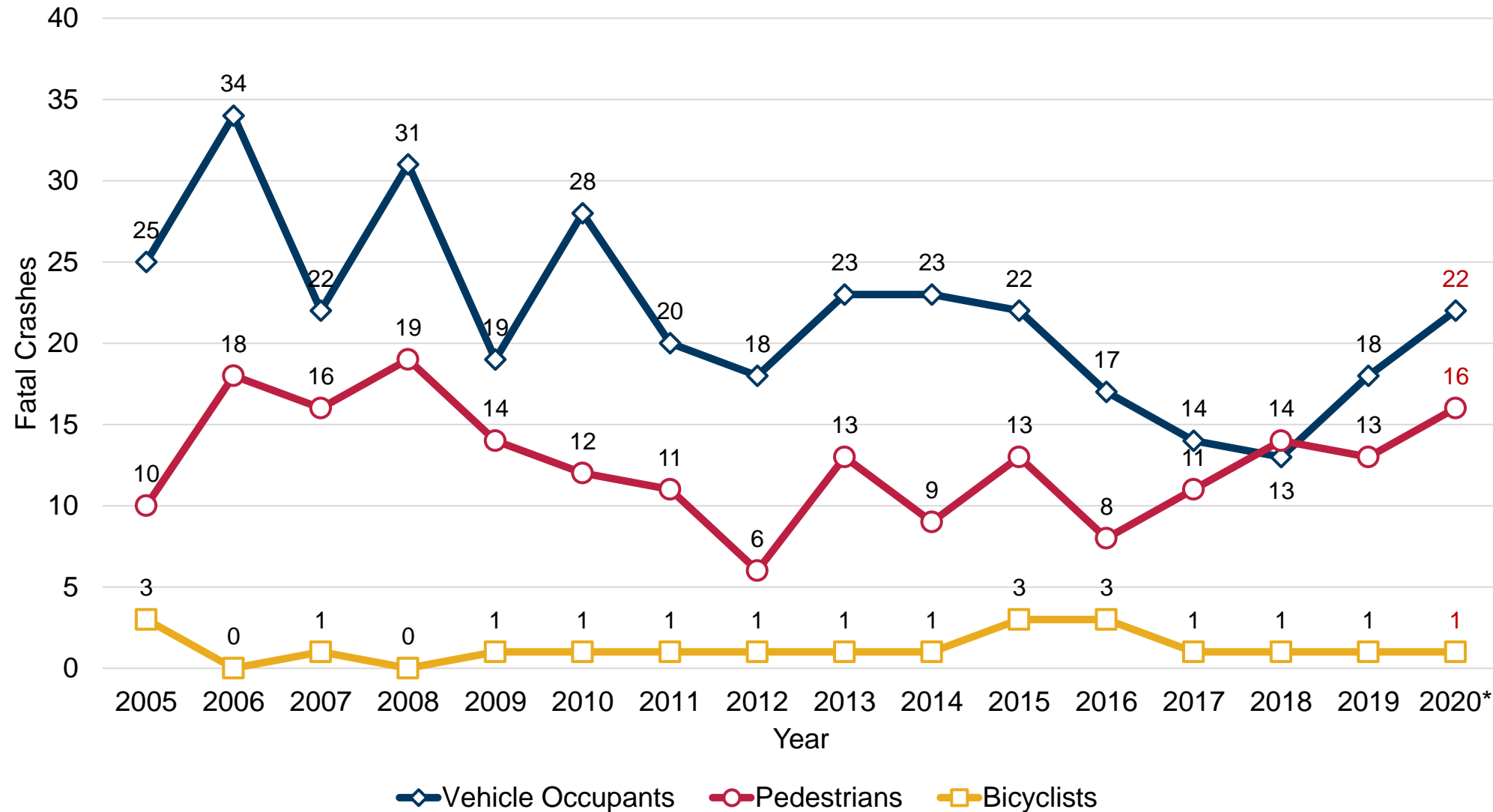
David Shepardson

Killed while walking: Pedestrian death rate surged during pandemic

Neal Augenstein | naugenstein@wtop.com

May 20, 2021, 8:15 AM

FATAL CRASHES BY YEAR

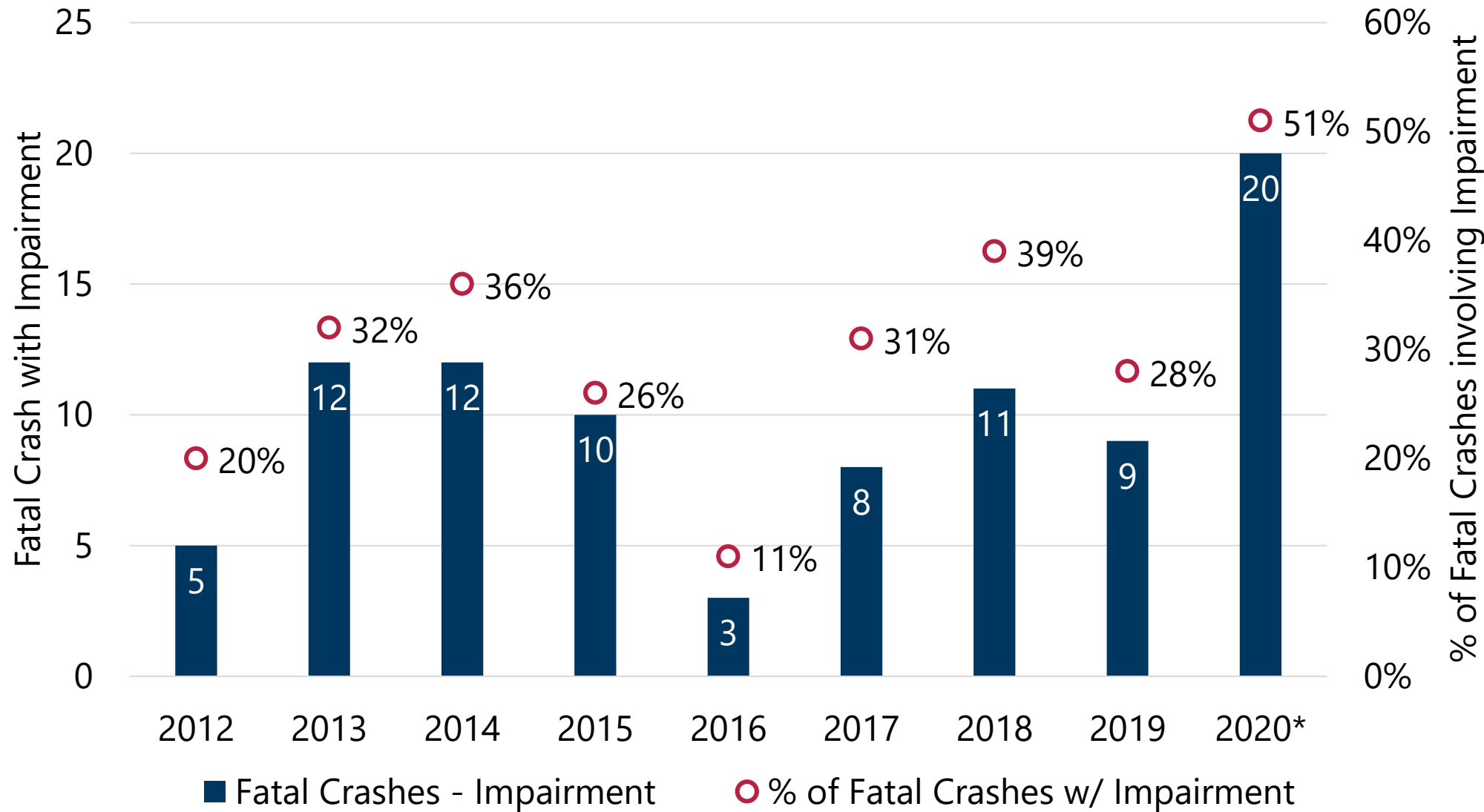


In 2020, there were **39 fatal crashes with 41 fatalities**. This is the highest total since 41 fatal crashes in 2010.

Vehicle occupant (drivers, passengers, and motorcyclists) fatalities reached a low in 2018 with 13 fatal crashes, but in 2020 returned closer to the 2010-2015 average.

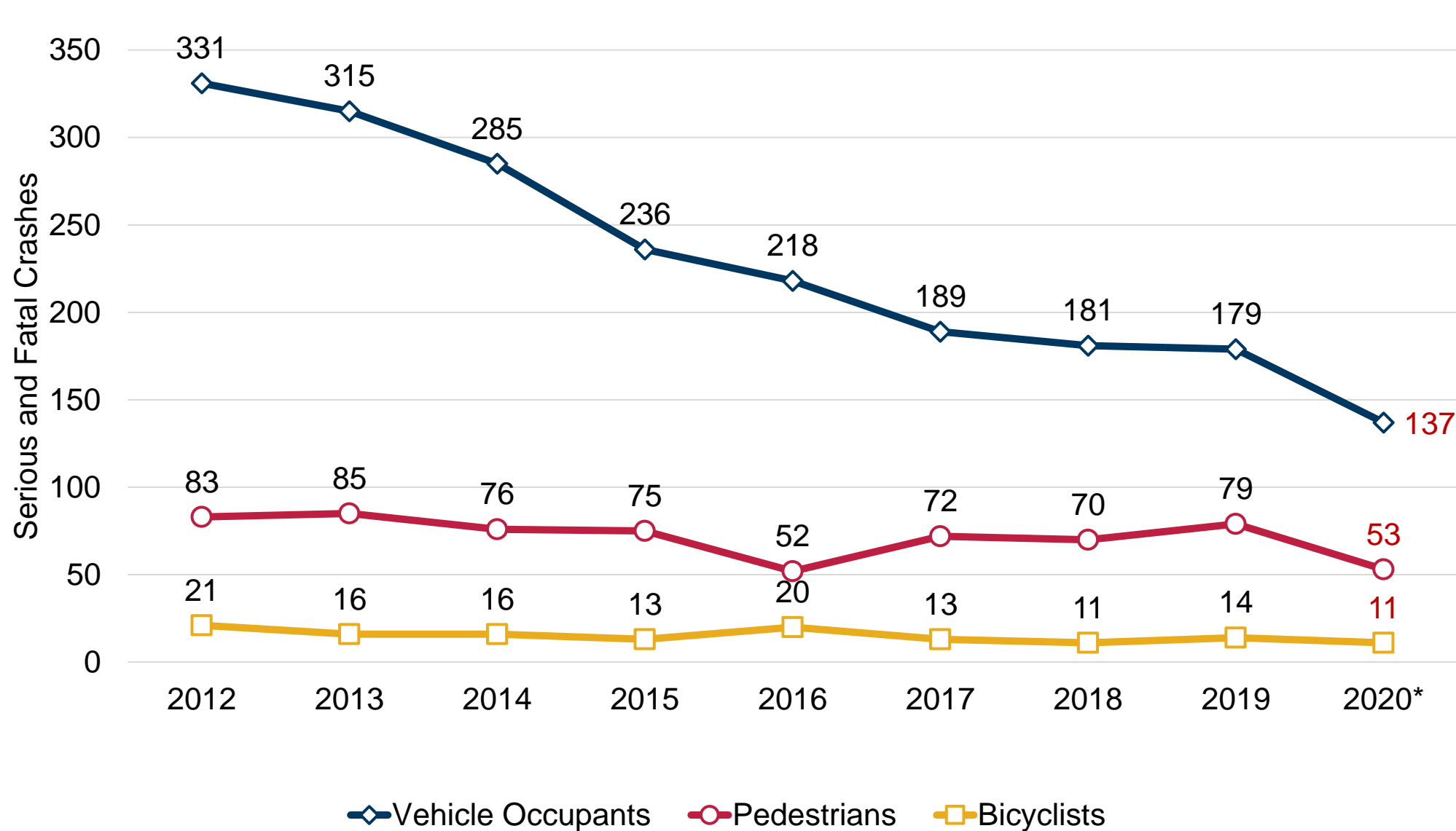
Pedestrian fatalities have been on the rise since 2016. Nationwide, pedestrian fatalities increased by 51% from 2009 to 2019.

IMPAIRMENT-RELATED FATAL CRASHES



51% of fatal crashes in 2020 involved at least one party in the crash being impaired (BAC ≥ 0.08). This was well above the 2016-2019 average of 30%. Of concern were BACs exceeding 0.20, which is a level of intoxication where [balance and muscle control is significantly deteriorated and blackouts can occur](#).

SERIOUS AND FATAL CRASHES BY YEAR



The number of serious and fatal crashes declined 26% compared to 2019. The largest decline was for people on foot with a 33% decline followed by people in motor vehicles at 23%. The number of people on bikes seriously injured or killed was largely unchanged.

Source: MCPD. To compare to pre-2015 data, only reports from MCPD, RCPD, GCPD and Park Police are included in the chart.
*2020 data are preliminary and subject to change.

THANK YOU



Group photo of County employees involved in designing and building the 2nd/Spring protected intersection.



APPENDIX: ADDITIONAL UPDATES





To reach our Vision Zero goals, there are numerous municipal, county, and state agencies involved. The core group that receives the most funding and critical to Vision Zero's success are shown in the dark blue inner circle. The outer light blue circle highlights the many partner departments and agencies that have a role in creating safe streets for all roadway users. All of these groups are brought together by the County Executive's Office through the Assistant Chief Administrative Officer and Vision Zero Coordinator overseeing the initiative.



ROAD SAFETY PROJECTS



INSTALLED SIGNALS AND BEACONS

35 new signals and beacons installed since the start of Vision Zero Initiative.

Activated since January 2020:

Traffic Signals:

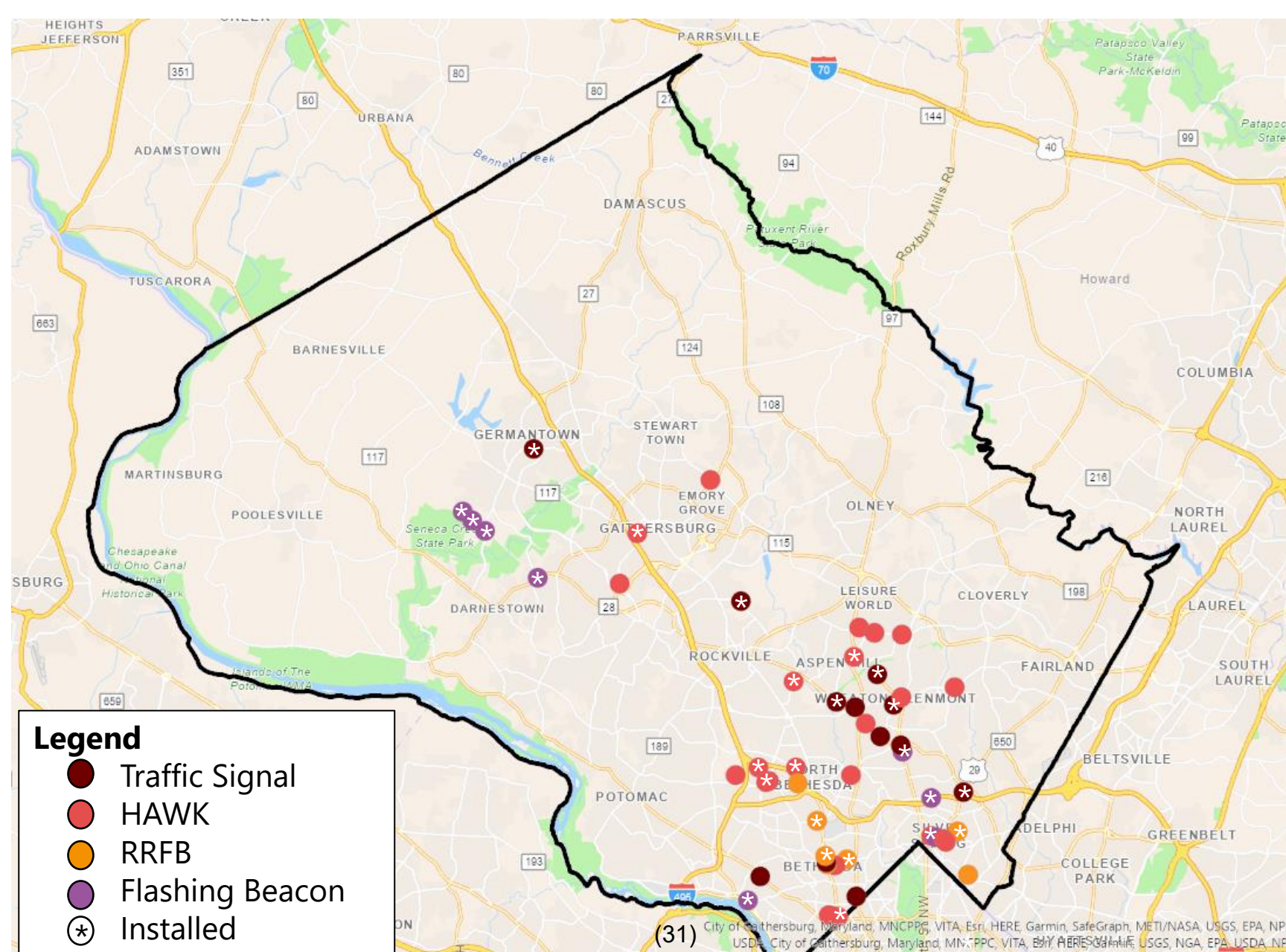
- Wisteria Dr & Crystal Rock Dr
- Georgia Ave & May St
- Colesville Rd & Lanark Way
- Veirs Mill Rd & M.H. Trail

PHB/HAWK Beacons:

- Willard Ave & The Hills Plaza
- Democracy Blvd & Davis Library
- Democracy Blvd & WJHS
- Summit Ave & Brookfield Dr
- Twinbrook Pkwy & Rec. Center
- 6705 Rockledge Dr

Pedestrian Beacons:

- MacArthur Blvd & Dunrobbin Dr
- Dale Drive & Dartmouth Ave
- West Cedar Ln & Cedarcrest Dr
- Georgia Ave & Fenwick Ln
- Georgia Ave & Veirs Mill Rd
- Wisconsin Ave & Avondale St



UPCOMING SIGNALS AND BEACONS

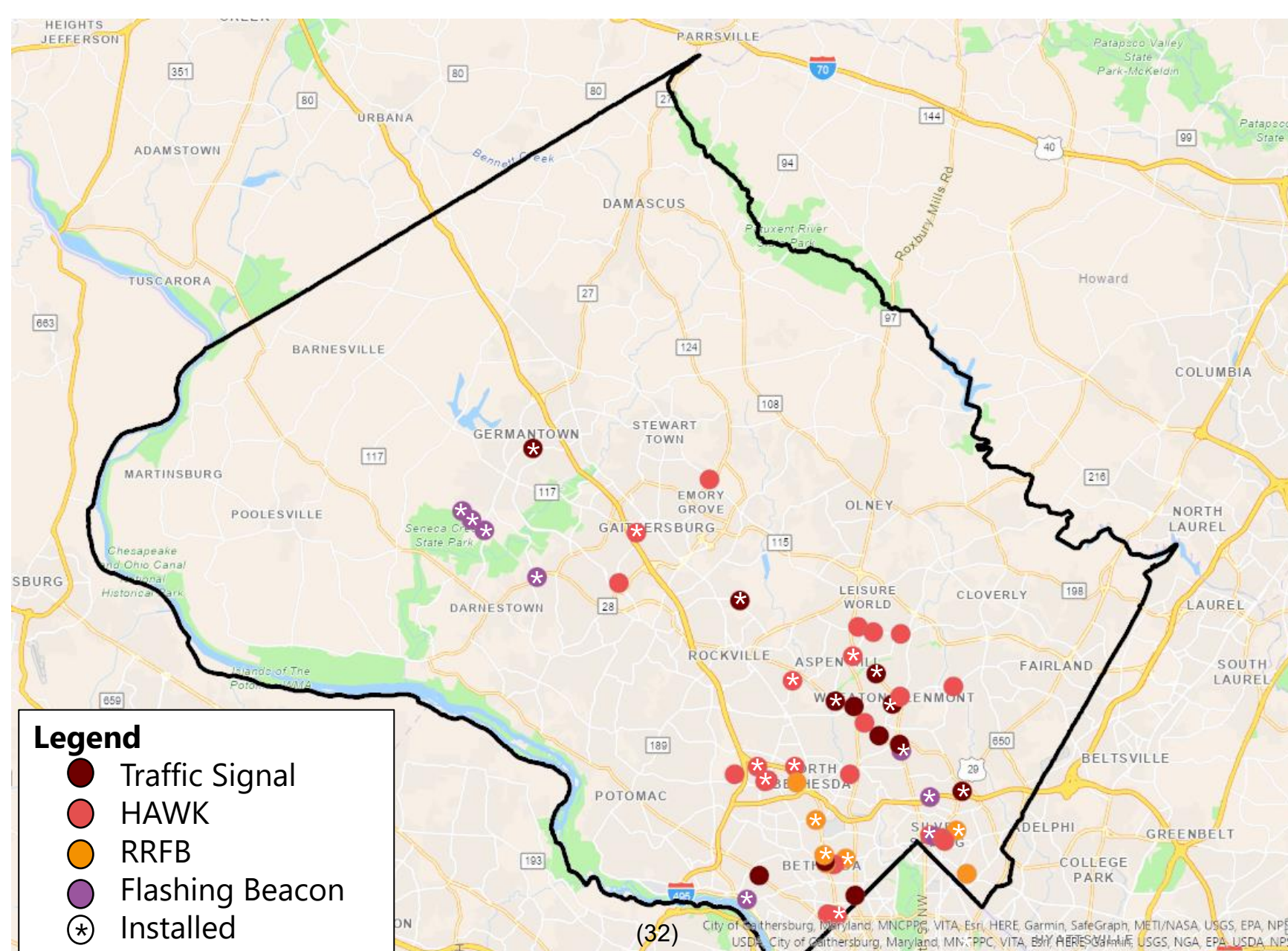
23 (and counting) signals and beacons scheduled to be installed, including:

Traffic Signals:

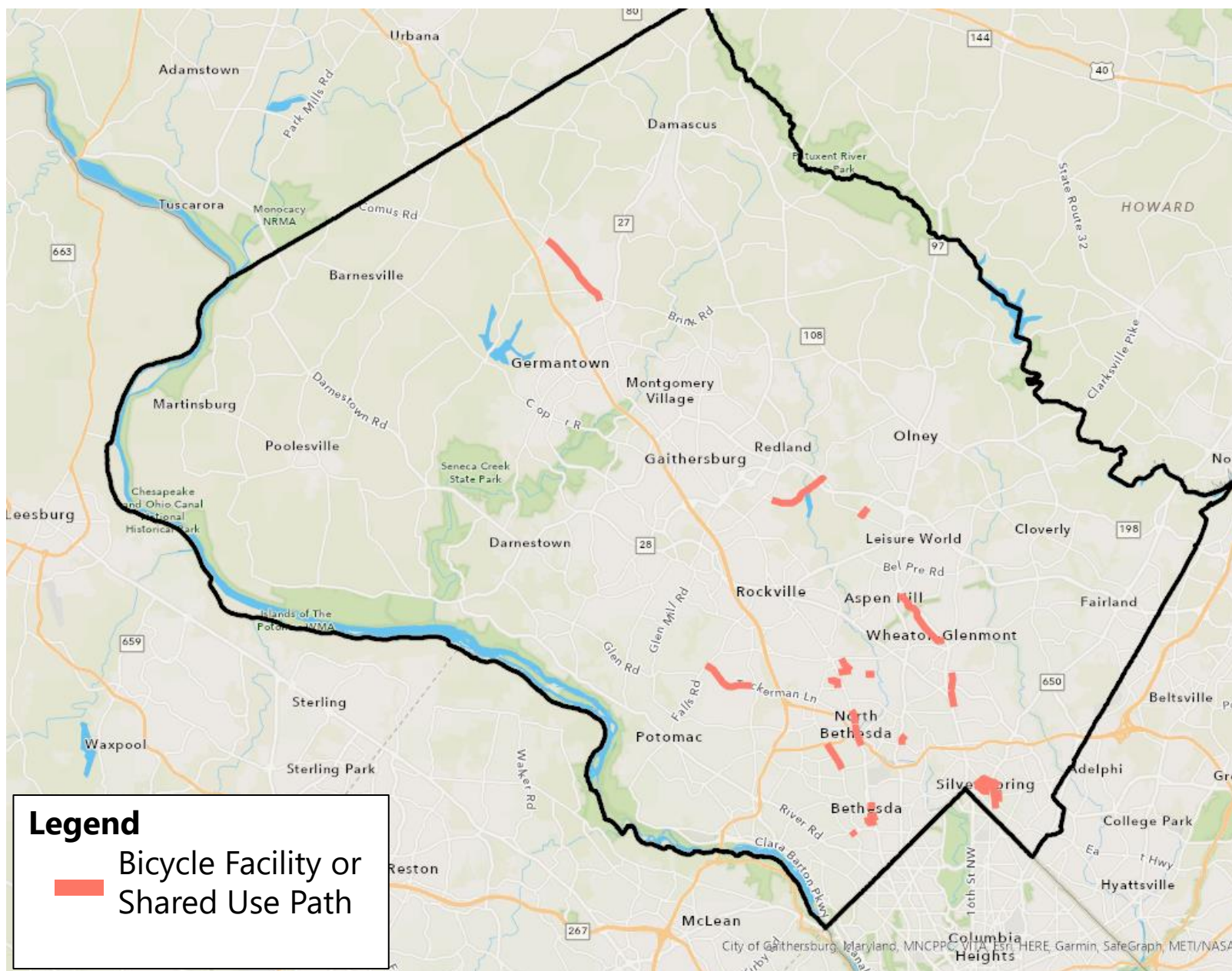
- Georgia Ave & Price Ave
- River Rd & Braeburn Pkwy
- Veirs Mill Rd & Norris Dr
- Randolph Rd & Bushey Dr
- Wisconsin Ave & Middleton Ln

PHB/HAWK Beacons:

- Bel Pre Road (3 beacons)
- Veirs Mill Rd & Andrew St
- Layhill Rd & Greenery Ln
- Fenton St & Roeder Rd
- Fenton St & Business Entrance
- Randolph Rd & Randolph Village Apts.



BIKE AND SHARED USE PATH PROJECTS



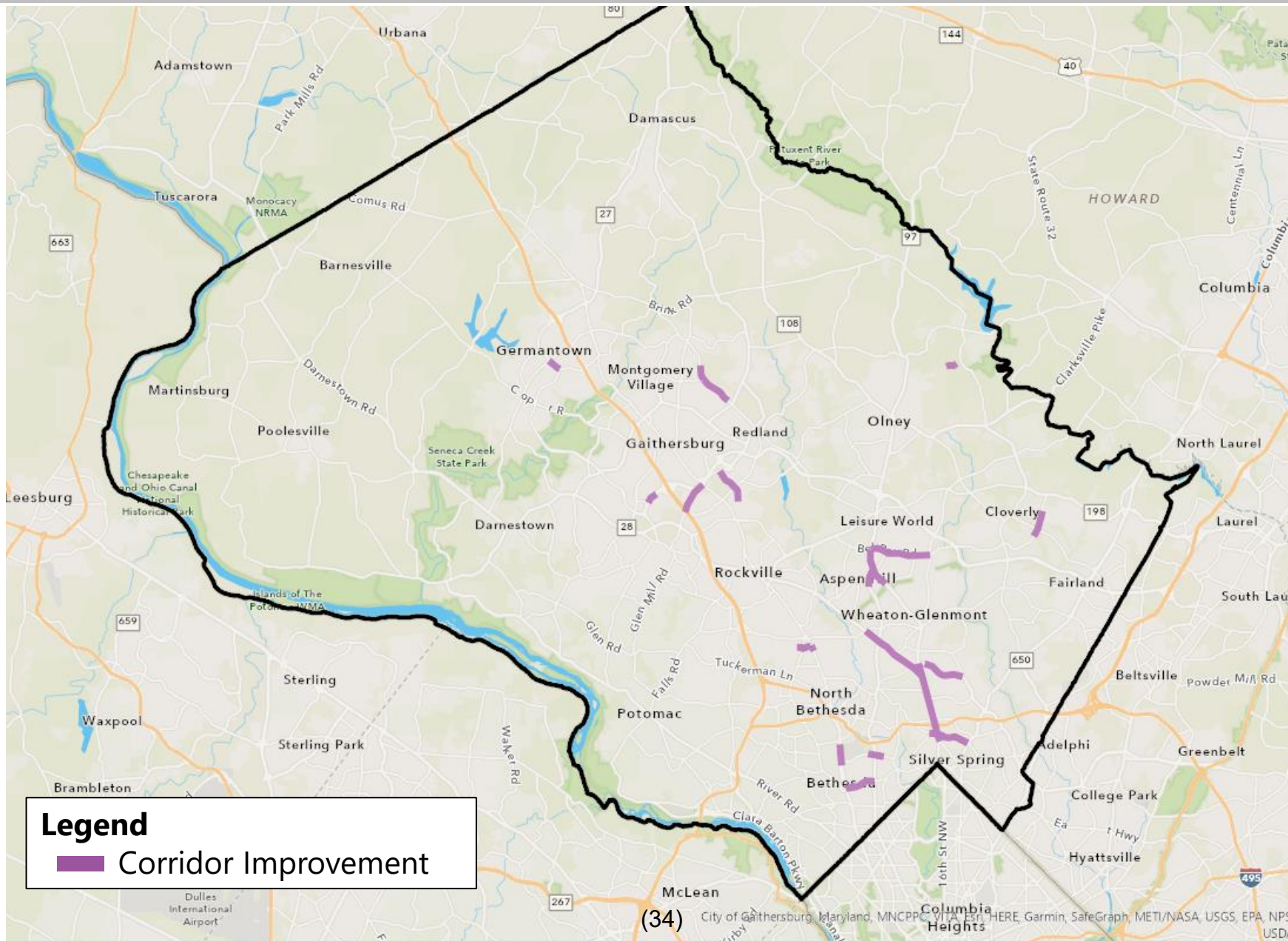
Under construction or starting by fall:

- Capital Crescent Surface Trail
- Woodmont Ave Separated Bike Lanes
- Frederick Rd Shared Use Path
- Marinelli Rd Separated Bike Lanes
- Montgomery Ave/Ln Separated Bike Lanes
- Cameron St to Planning Pl Separated Bike Lanes
- Kensington Pkwy Shoulder Improvements
- Grove St Neighborhood Greenway

Under design:

- Metropolitan Branch Trail
- Good Hope Road Shared Use Path
- Aspen Hill Neighborhood Greenway
- Fenton St Separated Bike Lanes
- Amherst Ave Separated Bike Lane
- Dale Dr Shared Use Path
- Tuckerman Ln Sidewalk and Bikeways

CORRIDOR SAFETY PROJECTS



Scheduled for design and/or construction:

HIN Corridors:

- Crabbs Branch Way (design)
- Bel Pre Rd (HAWK construction)
- Middlebrook Rd (road diet)
- White Flint West Workaround for Old Georgetown Rd & Rockville Pike (construction)

Signal Timing Modifications:

- Shady Grove Rd (Briardale, Tupelo/Epsilon, Mill Run) including reducing left turn conflicts by eliminating permissive left turns

Bus Stop Improvements:

- Randolph Rd (construction)
- Wheaton Triangle (study)

Trail Crossings:

- 15 additional upgrades (design and construction)

2020 CORRIDOR SAFETY PROJECTS

Lockwood Drive – West of New Hampshire Ave
Curb Bumpout, Signage, and Crosswalk



Crystal Rock Dr & Wisteria Dr
New Traffic Signal



Democracy Blvd near Walter Johnson HS
Two Pedestrian Hybrid Beacons



Middlebrook Rd
Road Diet + Cycletrack



Scheduled for design and/or construction: HIN Corridors:

- Crabbs Branch Way (design)
- Bel Pre Rd (HAWK construction)
- Middlebrook Rd (road diet)
- White Flint West Workaround for Old Georgetown Rd & Rockville Pike (construction)

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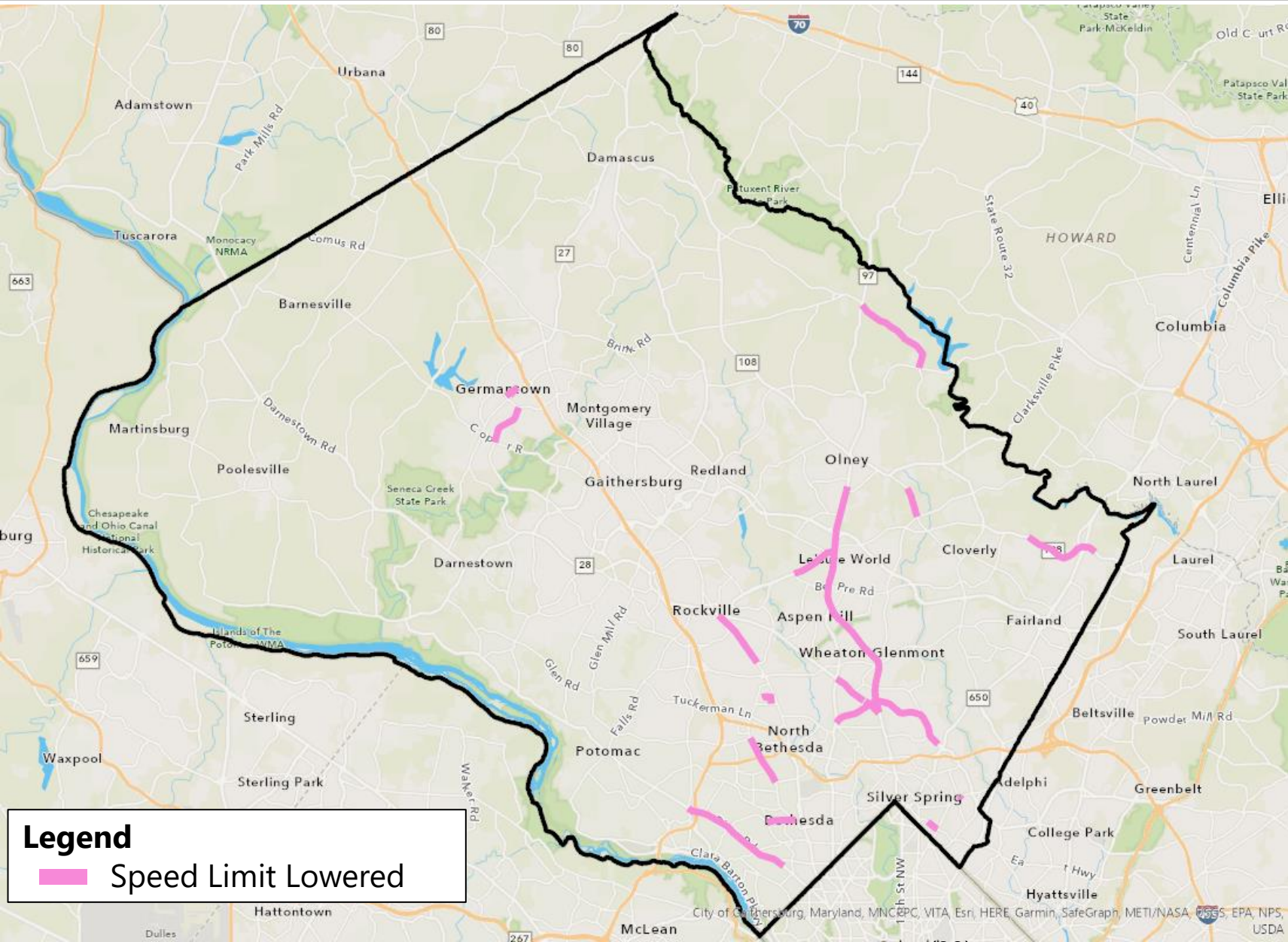
Bus Stop Improvements:

- Randolph Rd (construction)
- Wheaton Triangle (study)

Parks' Trail Crossings:

- 15 additional upgrades (design and construction)

SAFER POSTED SPEED LIMITS



The State Highway Administration and MCDOT have implemented lower posted speed limits across the county to set speed limits that are more in line with the surrounding community context.

Major arterials such as Georgia Ave, University Blvd, Veirs Mill Rd, River Rd, Norbeck Rd, and Great Seneca Hwy have speed limits lowered along high crash risk zones.

In June 2021, MCDOT launched the “20 is Plenty” campaign for 5 urban roads in Germantown, North Bethesda, and Long Branch. The pilot program includes before and after studies to measure effectiveness of the change in posted speed limits.



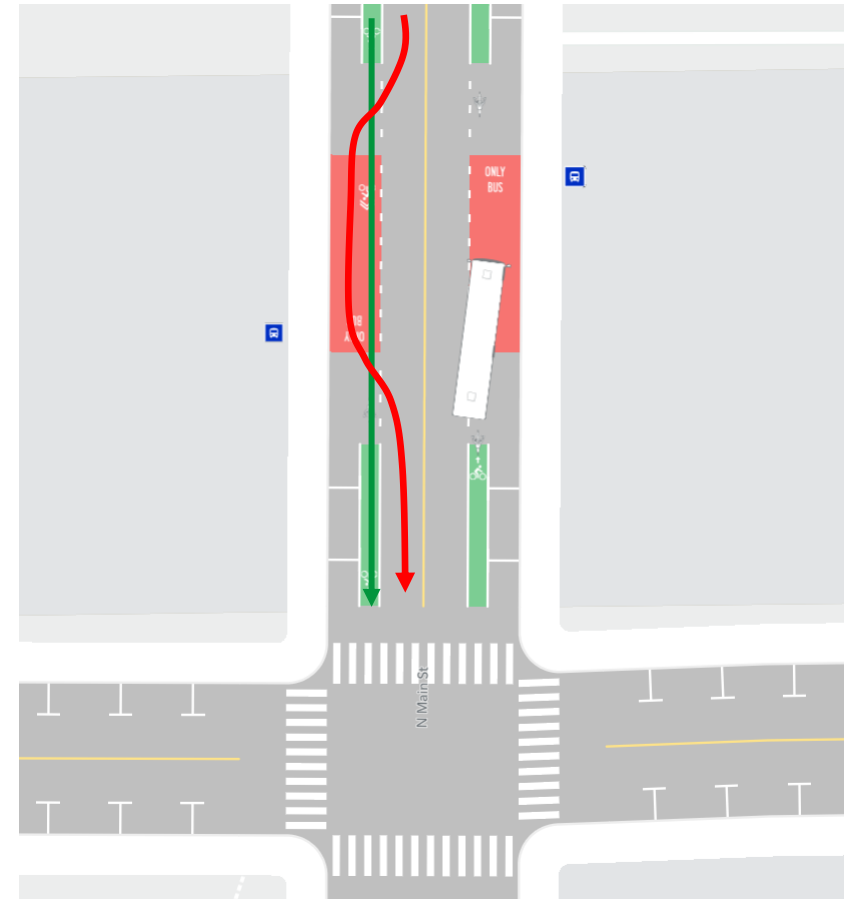


SAFETY AT FLOATING BUS STOPS



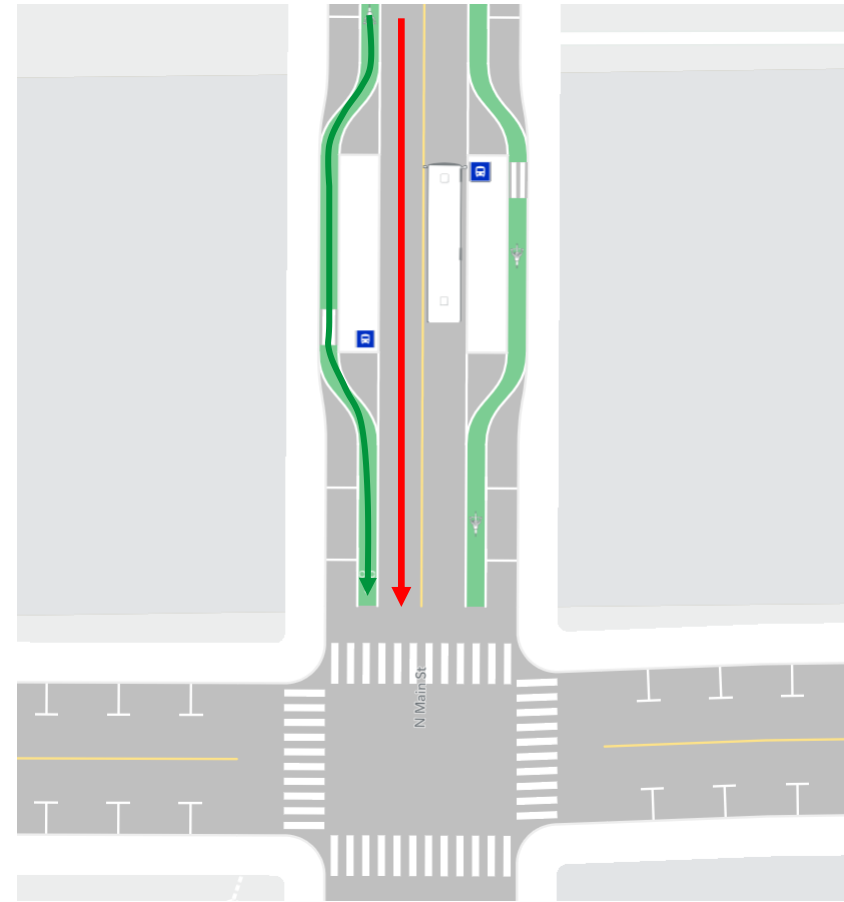
WHY BUILD FLOATING BUS STOPS?

- On a traditional roadway, bike lanes are placed to the right of the travel lanes. This means at bus stops, buses have to enter the bike lane to pick up and discharge passengers.
- Traditional designs make the interactions between cyclists and bus operators dangerous, inconvenient, and uncomfortable.
- At traditional bus stops, drivers and delivery trucks frequently use the gap in parking to park, load, or stand in the bus pull-out area making the bus unable to access the curb. Floating bus stops take care of this problem.



WHY BUILD FLOATING BUS STOPS?

- A floating bus stop allows the bike lane to pass behind the bus boarding area, removing the danger of collision between the bus and the cyclist.
- This introduces a crossing conflict between transit patrons and cyclists.
- While considered a bike project, the bus stops and bike lanes promote pedestrian safety by reducing crossing distances, slowing down cars and bikes, and improving visibility.



Through conversations and workshops with people with disabilities, here are the main concerns we have heard:

- 1. Limited input on projects** – felt that they only became aware of these projects once they were built. It can be difficult for people with disabilities to participate in public processes.
- 2. Difficult wayfinding to floating bus stops** – having the bus shelter on the island makes it difficult for people with low and no vision to know when they are at the stop and how to navigate to the shelter.
- 3. Unable to hear oncoming cyclists** – people with low and no vision were concerned they could not hear an oncoming bicyclist like they can a car to know if it is safe to cross.
- 4. Loss of curbside access** – people using ramps from vehicles, such as Metro Access users, cannot reach the sidewalk across the bike lane.

- Bus door detectable surface
- Ramp area
- Railings



- Flip-out ramp allows wheelchair users to go directly to the sidewalk with no turns



- Lighting
- Crosswalks
- Detectable surfaces
- 2" curb reveal
- Guidance surface
- Orientation flexpost



- Sharks' teeth
- Green conflict zone
- Center posts
- Signage



- Lateral deflection
- Vertical deflection
- "SLOW"
- Rumble strips (have been added since photo)



- 1. On-going discussions with Commissioners and other stakeholders** – MCDOT continues to update and solicit feedback from the Commission on People with Disabilities regarding projects that are in the planning phase.
- 2. Pilot Navigation and Toolkit Project** – Work is on-going for a pilot project that will make improvements in Downtown Silver Spring for people with no and low-vision that could be applicable across the region.
- 3. Develop updated ADA guidance based on feedback and lessons learned** – part of facility planning for FY22 budget.
- 4. Upgrade 1.0 Floating Bus Stops** – 4 bus stops on the Spring/Cedar cycle track are planned to be upgraded to incorporate features from newer bus stops.
- 5. Placing floating bus stops near signals to provide full stop for cyclists** – based on feedback, MCDOT is looking wherever possible to place floating bus stops at a signalized intersection to force all traffic to stop for people crossing.

- 1. Montgomery Lane and East Lane** – will have red signal for cars and bicyclists.
- 2. Marinelli Rd @ White Flint Metro Station**
- 3. Fenton St and Gist Ave** – exploring options to include pedestrian hybrid beacon.
- 4. Fenton St project** – 5 additional floating bus stops.
The bus stops will all have red signals for cyclists governing the crossing to and from the bus stop.

Other potential treatments have been assessed, and the floating bus stops are the safest options on these projects to accommodate all travel modes.



DRAFT VISION ZERO 2030 ACTION PLAN



Budget Program / Project



Pedestrian Safety Program (P500333)

Category	Transportation	Date Last Modified	01/07/21
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	11,378	8,578	-	2,800	350	400	350	500	400	800	-
Site Improvements and Utilities	9,745	7,695	-	2,050	200	300	250	400	300	600	-
Construction	20,385	1,152	1,033	18,200	2,200	2,800	2,900	2,700	2,400	5,200	-
Other	2,454	2,454	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	43,962	19,879	1,033	23,050	2,750	3,500	3,500	3,600	3,100	6,600	-

Vision Zero Action Plan

S-1: High Injury Network Projects: Implement safety countermeasures on identified high-risk road segments and intersections. The County must coordinate with the State for state-maintained portions of the network.

Lead: Transportation, State Highway Admin.

Contributor: N/A

CRF: 3^{21,22}

ACC: 3

RESJ: 3

INVEST: 2

Priority: ☒

Why Do This? Vision Zero requires a proactive approach in order to place resources in areas with the highest return on safety and more equitable distribution compared to request-driven programming. Road safety audits can reduce crashes upwards of 60%.

FY22 Work Plan:

Studies: Aspen Hill (Georgia Ave from Hewitt Avenue to Bel Pre Road and Connecticut Avenue from Georgia Ave to Independence Street), 2 additional High Injury Network corridors.

Design: Randolph Rd from Collie Drive to Hunters Lane, New Hampshire Avenue from the Capital Beltway to Piney Branch Road.

Begin construction: Shady Grove Rd from I-270 to Frederick Road (signal modifications), Crabbs Branch Way from Shady Grove Road to Indianola Drive, Sam Eig Highway from end of I-370 to Diamondback Drive, and Bel Pre Road from Georgia Avenue to Layhill Road (beacons).

FY23 Work Plan:

Studies: 3 High Injury Network corridors.

Design: 2 High Injury Network corridors.

Begin construction: Randolph Rd HIN.

Budget Sources: P500333 - Pedestrian Safety, P507017 – Intersection and Spot Improvements

Grant opportunities – MWCOG Regional Safety Program (study and design only), MDOT SHA Highway Safety Improvement Program

Each action item lists the current or potential budget programs that will fund work. Some also list potential outside (grant) funding opportunities.

2030 PLAN PILLARS AND ACTION AREAS



Complete Streets

- Safe Streets
- Safe Speeds



Multimodal Future

- Safe Transportation
- Safe and Sustainable Communities
- Safe Vehicles



Culture of Safety

- Safe People
- Safe Post-Crash Response and Care

- Examining speed limits during all safety projects.
- Continued focus on projects in known high crash risk areas (corridors and intersections).
- Reviewing signal phasing and timing policies. Updating and developing costs in FY22.
- More bikeways and sidewalks.
- Safer walking and biking to school.
- Examining request-driven programs and finding opportunities to be more proactive and equity focused.

- Prioritizing pedestrian and bike connections for Purple Line and future BRT.
- Continued focus on providing safe access to bus stops.
- Updating standards for accommodations during construction.
- Building Vision Zero into master plans.
- Preparing for connected, autonomous vehicles.

- Improving two-way communication with communities most impacted by serious crashes. Expanding community ambassador programs.
- Developing a public health centered plan to end impaired driving deaths.
- Expansion of automated traffic enforcement.
- Continued rollout of “Focus on the Five” for officer lead enforcement. Centralizing traffic squads.
- Prompt and comprehensive emergency medical services.




TRAFFIC SAFETY ENFORCEMENT




CENTRALIZED TRAFFIC UNIT




 **Montgomery County Department of Police** @mcpnews · Feb 24
Today, motor ofcs focused their traffic enforcement in the Shady Grove Rd corridor. Ofcs stopped 90 vehs for traffic offenses to include speeding, cell phone use, no seatbelt use, & equip violations. 6th District Cmdr, Cpt Mike Ward, explains why this enforcement is important.



15 23 99

 **Mont Co Vision Zero** @VisionZeroMC · Jan 8
Despite in person dining and bars closed, @mcpnews is arresting drunk drivers at about the same pace as last year. In 2019 through week 7, there were 256 arrests by the task force. Always choose a sober ride!

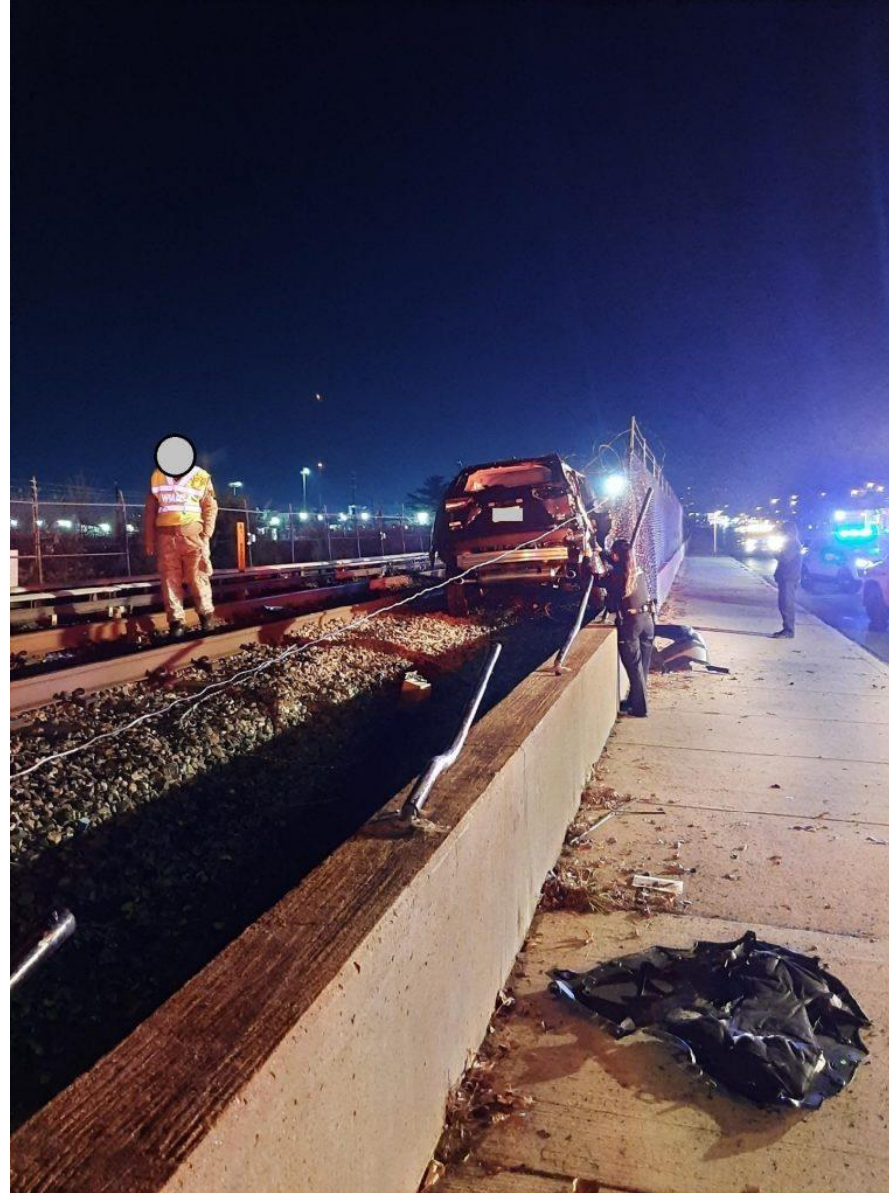
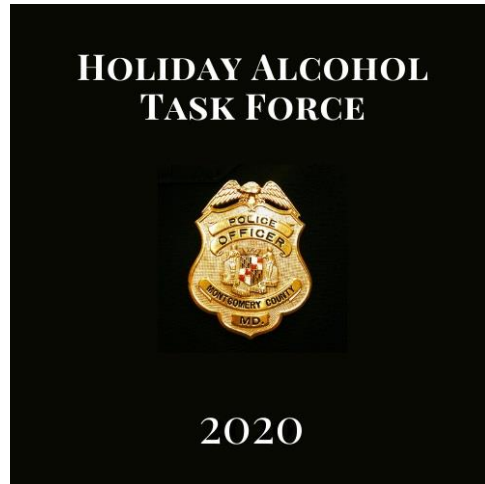
 **Montgomery County Department of Police** @mcpnews · Jan 8
41 people arrested for DUI by task force officers last week. 242 people arrested for DUI by task force officers during past seven weeks. Always choose a sober ride! www2.montgomerycountymd.gov/mcgportalapps/...



(55) 8 13

As part of the Police Chief’s department reorganization, more traffic units from the district stations will now fall under the Central Traffic Unit starting in July. This unit will continue to the department’s implementation of a “Focus on the Five” program to provide countywide high visibility enforcement along known high-risk roadways. The new organization structure still provides traffic complaint officers at each district to respond to local complaints.

HOLIDAY ALCOHOL TASK FORCE



During the COVID-19 pandemic, there has been an uptick in speeding, impaired, and unbelted crashes. There have also been complaints about vehicle noise and street racing. MCPD along with MSP, MDTA Police, municipal police, have held joint efforts across the county to address the safety problems.

The Holiday Task Force had 262 arrests for driving under the influence of alcohol and drugs. During the period of the task force, which began Nov. 18 and was composed of specially assigned Montgomery County Police, along with respective City and State police agency partners. **There were no DUI-related driver fatal collisions in the County during the task force's campaign.**



CRASH STATISTICS



Motor Vehicle Deaths in 2020 Estimated to be Highest in 13 Years, Despite Dramatic Drops in Miles Driven

A 24% spike in roadway death rates is highest in 96 years; NSC calls on President Biden to commit to zero deaths immediately.

March 04, 2021

← NEWS

2020 Fatality Data Show Increased Traffic Fatalities During Pandemic

Risky Driving Behaviors Including Failure to Wear a Seatbelt, Speeding, and Drinking While Driving Identified as Contributing Factors

HEALTH

'Tragic': Driving Was Down In 2020, But Traffic Fatality Rates Surged

March 5, 2021 - 3:30 PM ET



CAMILA DOMONOSKE



June 3, 2021
7:01 PM EDT

United States

U.S. traffic deaths soar to
38,680 in 2020; highest
yearly total since 2007

2 minute read

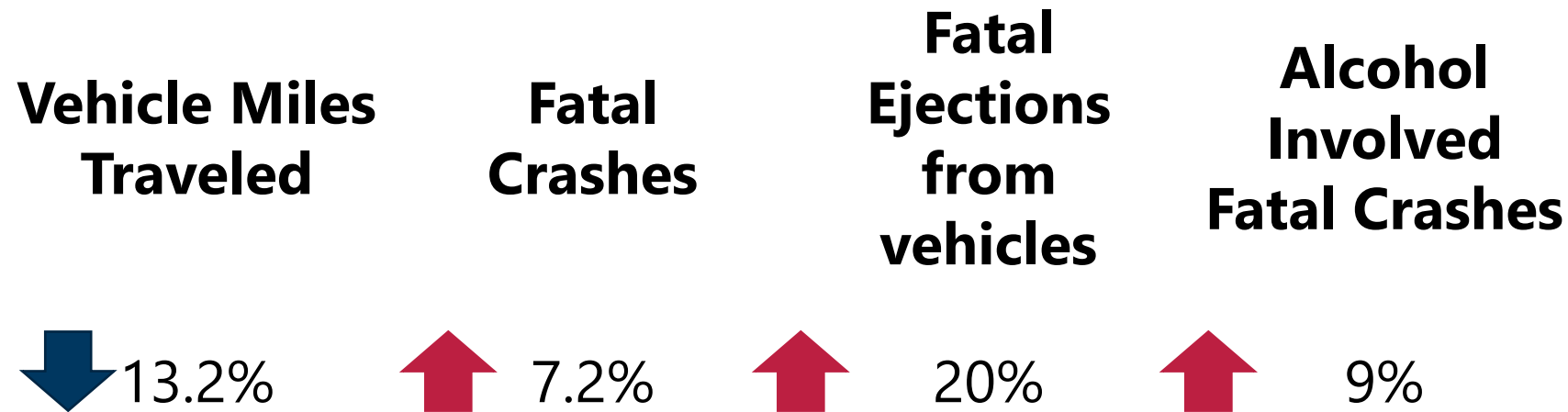
David Shepardson

Killed while walking: Pedestrian death rate surged during pandemic

Neal Augenstein | naugenstein@wtop.com

May 20, 2021, 8:15 AM

In the U.S., comparing 2019 to 2020...

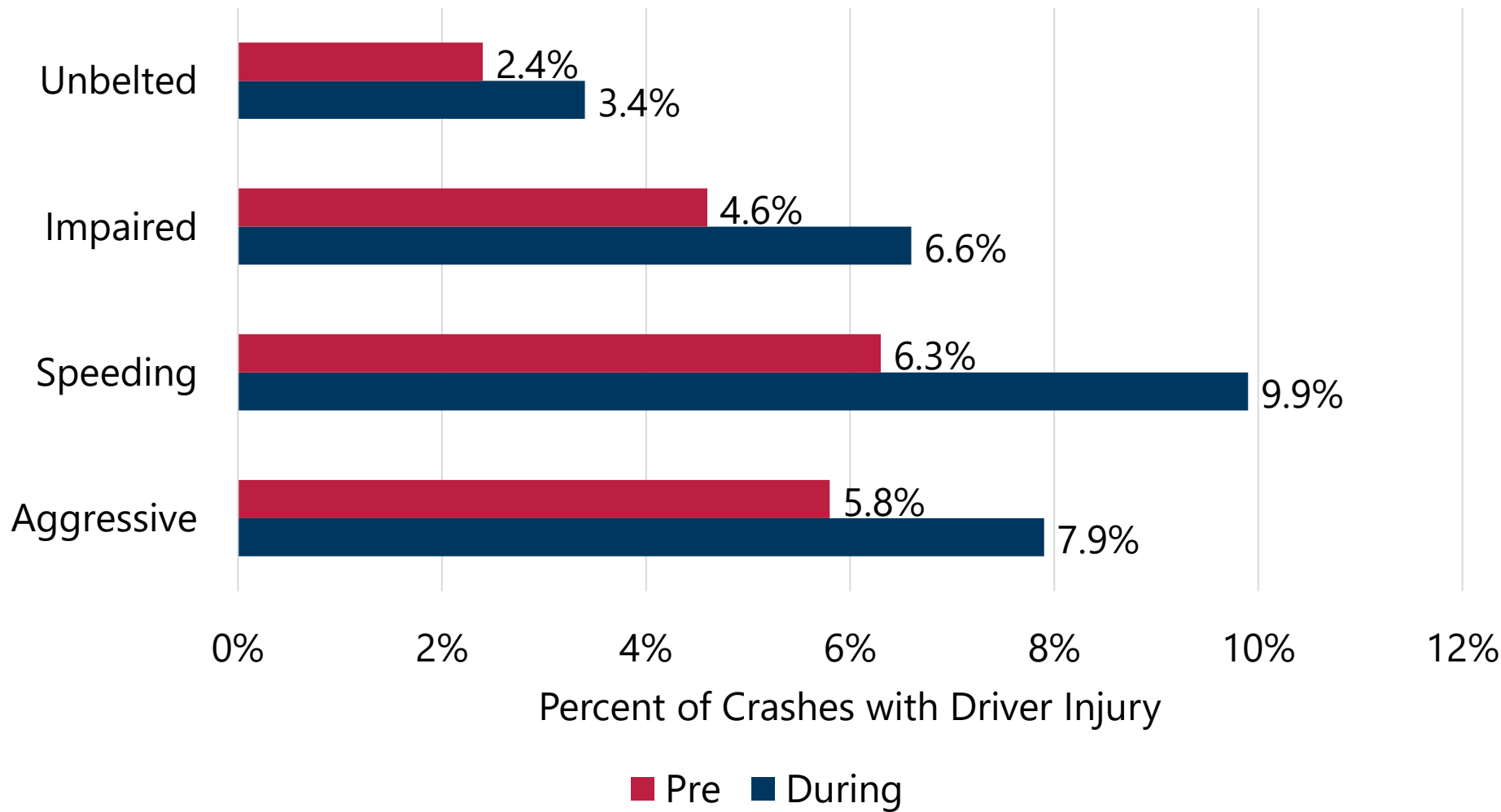


“Preliminary data tells us that during the national health emergency, fewer Americans drove but those who did took more risks and had more fatal crashes.

- One recent report showed a median 22% increase in speeds in select metropolitan areas.
- Sixty-five percent of drivers in trauma centers after a serious crash tested positive for drugs or alcohol.
- In April [2020], double the average number of people were thrown from vehicles during crashes, indicating no seat belts.”

[-NHTSA Open Letter to the Driving Public](#)

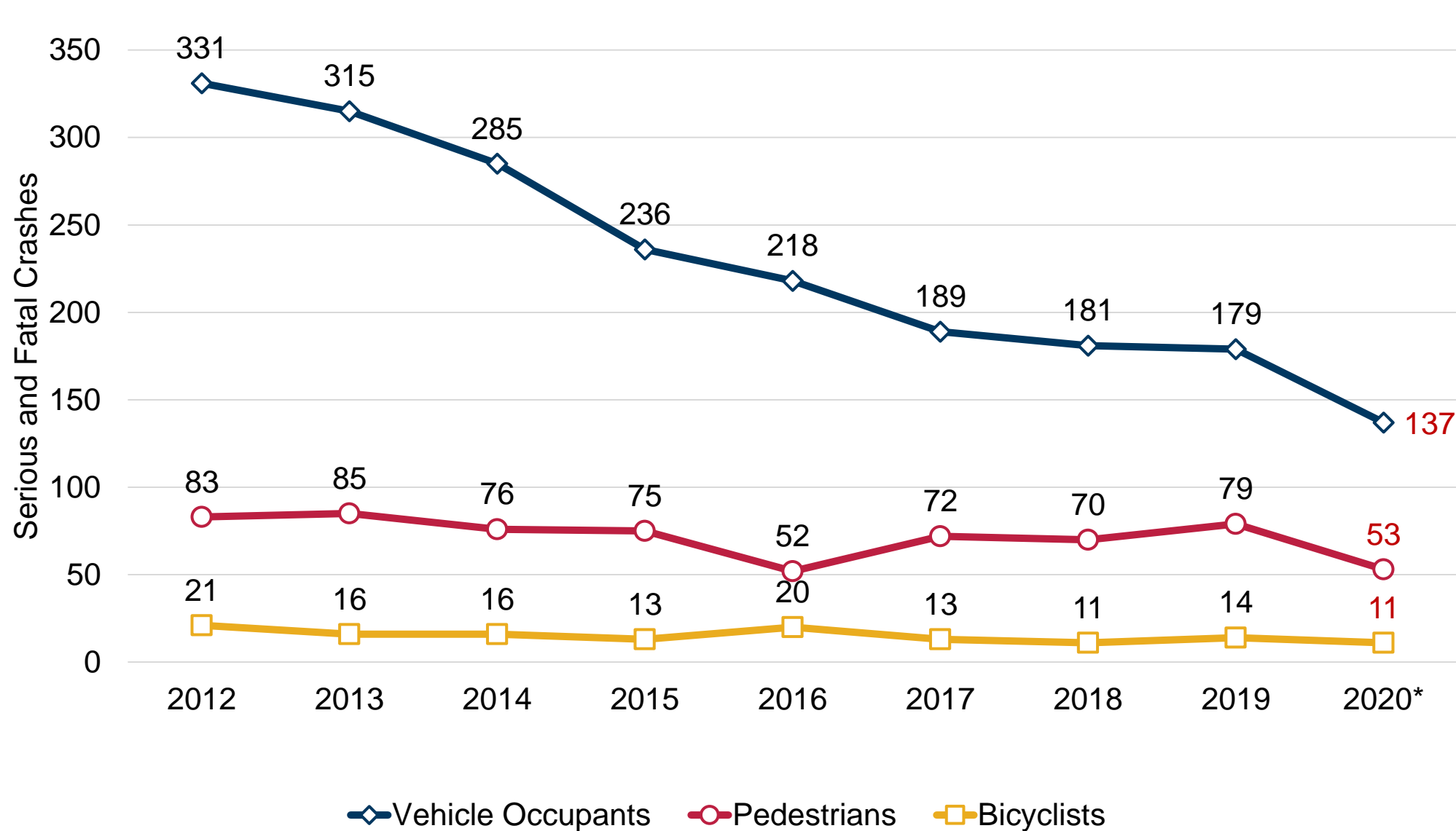
DRIVER BEHAVIOR FOR INJURY CRASHES



For drivers injured or killed in traffic crashes since the pandemic started in March 2020, there were increases in the proportion of crashes where the driver was unbelted, impaired, speeding, and driving aggressively. The increase in risky behavior was noticed across the US.

- NOTES:
- Pre-pandemic = 1/1/2016 – 3/14/2020. During pandemic = 3/15/2020 – 3/15/2021.
 - Includes reports from MCPD, RCPD, GCPD, M-NCPPC Police, and TPPD.

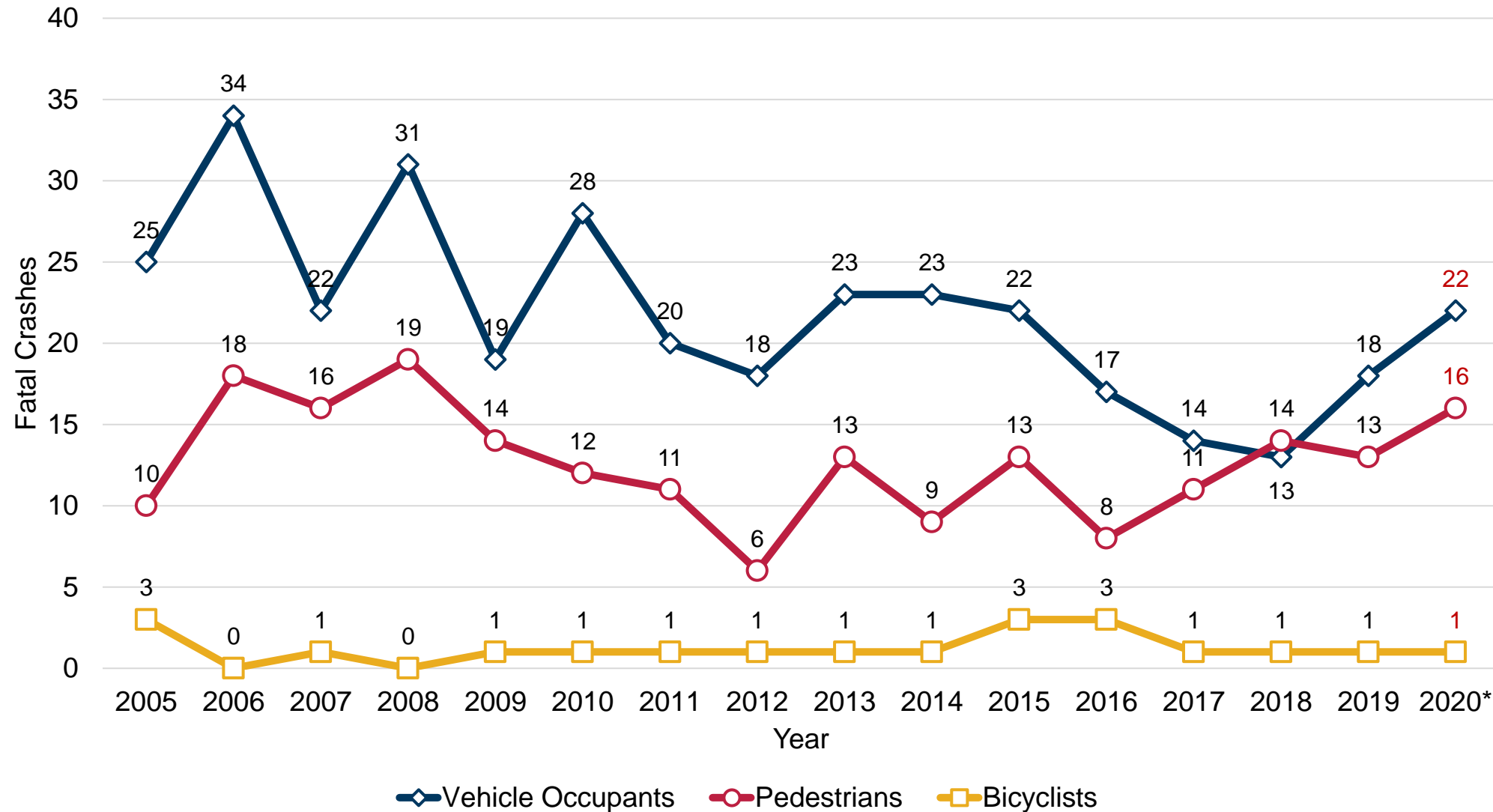
SERIOUS AND FATAL CRASHES BY YEAR



The number of serious and fatal crashes declined 26% compared to 2019. The largest decline was for people on foot with a 33% decline followed by people in motor vehicles at 23%. The number of people on bikes seriously injured or killed was largely unchanged.

Source: MCPD. To compare to pre-2015 data, only reports from MCPD, RCPD, GCPD and Park Police are included in the chart.
*2020 data are preliminary and subject to change.

FATAL CRASHES BY YEAR

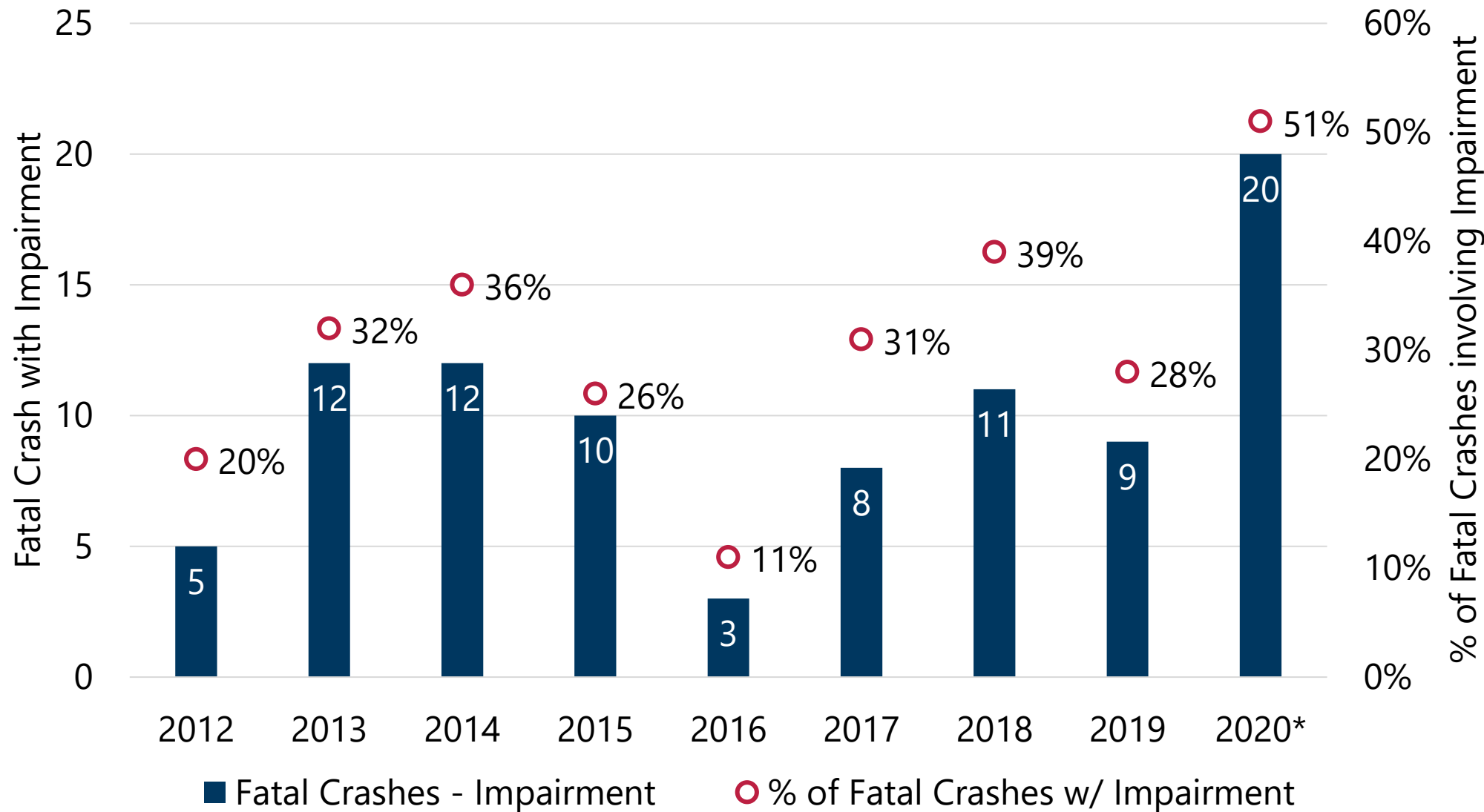


In 2020, there were **39 fatal crashes with 41 fatalities**. This is the highest total since 41 fatal crashes in 2010.

Vehicle occupant (drivers, passengers, and motorcyclists) fatalities reached a low in 2018 with 13 fatal crashes, but in 2020 returned closer to the 2010-2015 average.

Pedestrian fatalities have been on the rise since 2016. Nationwide, pedestrian fatalities increased by 51% from 2009 to 2019.

IMPAIRMENT-RELATED FATAL CRASHES



51% of fatal crashes in 2020 involved at least one party in the crash being impaired (BAC ≥ 0.08). This was well above the 2016-2019 average of 30%. Of concern were BACs exceeding 0.20, which is a level of intoxication where [balance and muscle control is significantly deteriorated and blackouts can occur](#).

2020 CRASH TOTALS COMPARED TO PRIOR YEARS

<u>ALL CRASHES</u>	2019	2016 – 2019 Avg.	2020 Prelim.	% Change from 4-yr. Avg.
Cyclists	120	133	144	+8%
Drivers / Passengers	11,042	11,315	7,567	-33%
Pedestrians	500	485	356	-27%
TOTAL	11,662	11,933	8,067	-32%

<u>FATAL CRASHES</u>	2019	2016 – 2019 Avg.	2020 Prelim.	% Change from 4-yr. Avg.
Cyclists	1	1	1	0%
Drivers / Passengers	18	16	22	+38%
Pedestrians	13	12	16	+33%
TOTAL	32	29	39	+34%

NOTES:

- **Red Text** = The number is preliminary and subject to change.
- Includes reports from MCPD, RCPD, GCPD, M-NCPPC Police, and TPPD.
- % change = change from 2020 compared to the 2016-2019 average.

With the pandemic reducing the number of vehicles on the road, the overall number of crashes in 2020 dropped by a third compared to the prior 4-year average. Collisions between motor vehicles and people on bikes saw a slight increase.

For those still on the road and involved in a crash, there was a notable increase in speeding, impaired, and unbuckled drivers. The increase in risky behavior was observed nationwide. As a result, fatalities were up 34% in Montgomery County compared to the prior 4-year average. Fatalities increased nationwide in 2020.

NOTE ON THE CRASH DATA PRESENTED

The County Government receives crash data from the Maryland State Police (MSP) for the following local police agencies operating in Montgomery County:

- Montgomery County Police (MCPD)
- Rockville City Police Department (RCPD)
- Gaithersburg Police Department (GPD)
- Maryland-National Capital Park Police, Montgomery County (M-NCPPC Police)
- Takoma Park Police (TPPD)

The County Government does not receive data from the following state and federal agencies:

- Maryland State Police (MSP)
- Maryland Transit Authority Police (MTAPD)
- National Park Service Police (NPS PD)

Therefore, the following roadways are excluded from County Government reporting.

- Interstates (I-270, I-370, I-495)
- Intercounty Connector (MD-200)
- National Park Service roads (Clara Barton Parkway and minor access roads)

For final reports for all roadways, see reporting from the Maryland Department of Transportation – Highway Safety Office at: <https://zerodeathsmd.gov/resources/crashdata/>