

Status of Vision Zero Fiscal Year 2026 Action Items – 1st Quarter Update

Below is a summary of the work completed on the [Vision Zero Fiscal Year 2026 Plan](#) between July 1 and September 30, 2025.

Quarter 1 (July 1 – September 30) Highlights

- **Two High Injury Corridors under construction.**
 - [Montgomery Village Avenue](#) from Midcounty Highway to Wightman Road. Construction underway with sidewalk, curb, and gutter repairs; updating sidewalk ramps for accessibility for people with disabilities; and adding median nose caps to protect the crosswalk.
 - [New Hampshire Ave from University Blvd to Powder Mill Road](#) (by SHA as part of Pedestrian Safety Action Plan) – groundbreaking ceremony July 15 with bus pad installation work underway in September.
- **Completion of the [Marinelli Road phase 1](#) bikeway.** Phase 1 runs from Rockville Pike (MD 355) to Wentworth Place. Phase 2 will continue to Nebel Street next summer.
- **Completed installation of leading pedestrian intervals at 208 County intersections.** There are 5 remaining to be installed after a construction project is completed.
- **Utility relocation starts on Veirs Mill Road Bus Rapid Transit and Safety Project.** The project completed design and utilities are being moved to make way for expanded sidewalks and a new shared use path.
- **Construction underway for [Little Falls Parkway project](#)** to permanently reconfigure the parkway from four lanes to two between Arlington Road and Dorset Avenue. Construction is expected to be completed in early December, depending upon weather conditions.
- **15 Safe Routes to School walkability studies underway.** Staff attended back-to-school nights and [online surveys](#) to kickoff this year's studies.
- **5 Safe Routes to School spot improvements completed,** including multiple bump outs and installing pedestrian refuge islands and raised concrete median along Waring Station Road to address safe access to Roberto Clemente Middle School.
- **Updated [Master Plan of Highways and Transitways](#) approved by County Council.** The 2025 update brings all roadways to the latest complete streets classifications and designates target speeds for future roadway projects.

For detailed information on each of the Plan's 45 action items, see the next pages or use the hyperlinks below.

- [Serious and Fatal Crashes Year to Date](#)
- [How to Read the Action Item Updates](#)
- [Status of All Action Items](#)

Quarter 1 Highlight Reel

Below are photos highlighting work the Vision Zero Team completed during the past quarter.



Figure 1 - Protected bike lane complete along Marinelli Road near the North Bethesda Metro station.



Figure 2 - Groundbreaking for New Hampshire Avenue Pedestrian Safety Action Plan corridor project.



Figure 3 – September 30 news conference announcing new automated speed monitoring laws taking effect October 1.



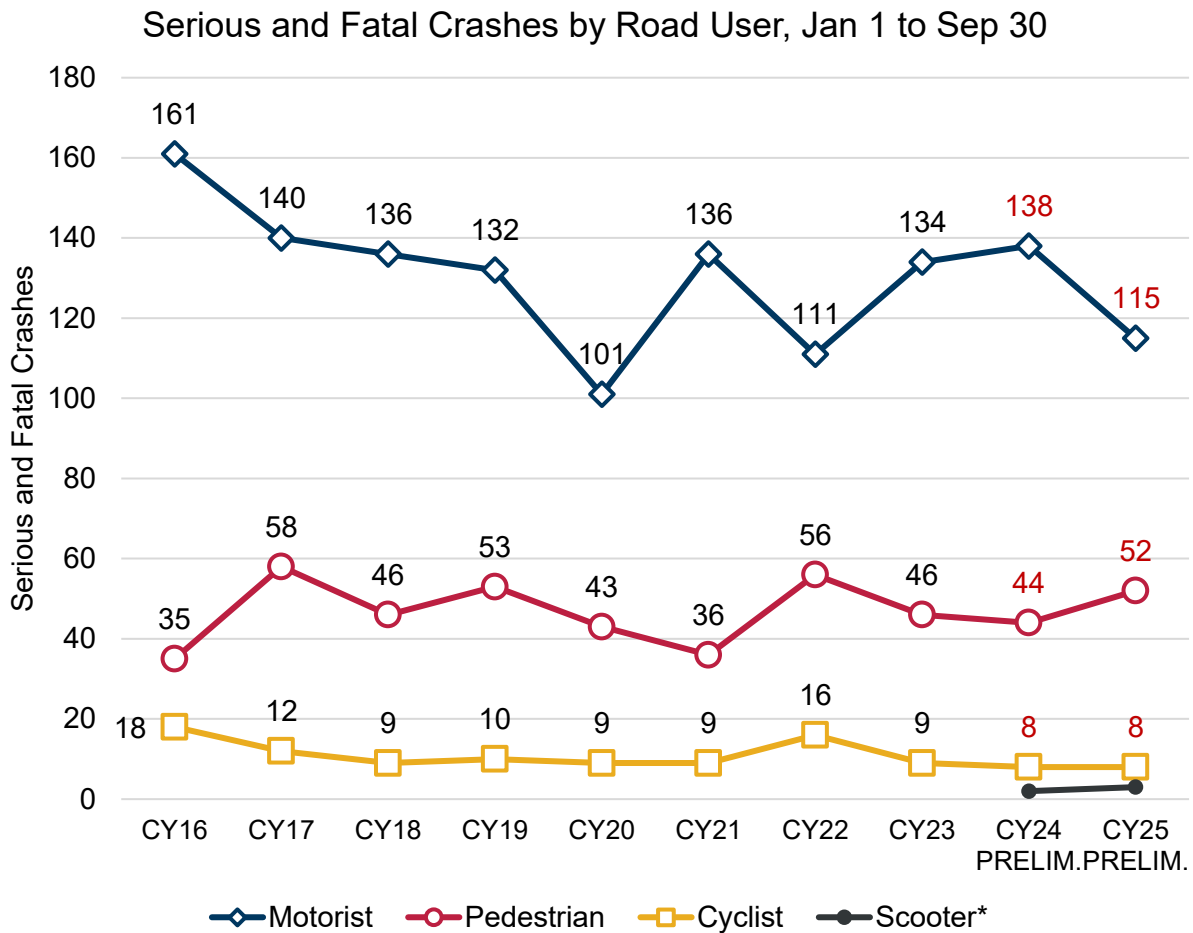
Figure 4 - Capturing community feedback on walking during back to school night at Flower Hill Elementary.



Figure 5 - Pedestrian safety discussion at the Damascus Senior Center

Serious and Fatal Crashes Year to Date

The chart below shows the number of serious and fatal crashes, excluding interstates and the ICC, in Montgomery County for each calendar year between January 1 and September 30. Serious and fatal crashes were down 7% year-over-year and down 12% compared to the 2016 to 2019 annual average. The decrease was due to a decrease in serious and fatal crashes for motorists as pedestrian-involved serious and fatal crashes were up 18% year-over-year and cyclist-involved were unchanged.



*Manual powered and electronic scooter crash is a new category in 2024.

How to Read the Action Item Updates

The County Government and its safety partners developed detailed annual work plans to make progress on the action items in the [Vision Zero 2030 Action Plan](#). The following pages provide details on how the County is progressing on its annual work plan. Each action item has a status update and follows the same format:

- **Action Item** – The action item number and short description of the action item.
- **Action Item Description** – Long-term action item description. This describes the ongoing work through the Plan's lifetime to fully implement the action item.
- **FY26 Status** – Tracking whether work on the annual work plan is on track to be completed by the end of the fiscal year (June 30). Action items can have the following status:
 - **On-going and On-Schedule**: Work on the action item is underway and expected to meet the end of the year deadline for completion.
 - **Behind Schedule, Work Underway**: Work on the action item is underway, but current estimates place completion beyond the end of the year deadline for completion.
 - **Behind Schedule, Not Started**: Work on the action item has not started and if not expedited will not meet the end of the year deadline for completion.
 - **Not Started**: Work on the action item has not started but scheduled to start later in the year and be completed on time.
 - **No Resources**: Work on the action item cannot start or be fully completed due to lack of funding or staff.
 - **Complete**: Work is finished on the annual work plan.
- **FY26 Implementation** – A written summary of recently completed or upcoming work on the action item.

Quick Links Action Items

Use the links below to quickly navigate to an action item.

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Status of All Action Items

The table below provides details on how the County Government and its partners are progressing the action items listed in the Vision Zero 2030 Plan. During FY26, work is underway on 44 out of 45 actions.

S-1: High Injury Network Projects (Priority Action Item)

- **Description:** Implement safety countermeasures on identified high-risk road segments and intersections.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation: For FY26, there are seven County and six State high injury network (HIN) corridors under study, design, or construction. On the State network, the County Government is the lead for two corridors (Piney Branch Road and Veirs Mill Road).

Studies and facility planning:

- [Germantown Multimodal Improvements](#) – Facility planning is complete, and the project will advance to final design and construction if funded in the FY27-FY32 capital budget.
- [Shady Grove Bikeway and Safety Improvements](#) – Project remains in the earliest stage of design – facility planning.
- MCDOT is selecting sites to perform a post-implementation review of up to 2 HIN corridors and 10 spot improvements.

Advancing from Study to Design

- [Bel Pre Road](#) - Design underway to implement safety measures using flex post and markings for 5 locations. Additional community outreach planned in winter/spring 2026.
- [Cherry Hill Bikeway](#) project at 35% design and currently reviewing project scope prior to advancing design.
- Crystal Rock Drive from Father Hurley Blvd to Germantown Road – working on mid-term design. Last year, MCDOT installed a new traffic signal and crosswalks at the crash hot spot at the intersection with Waters Landing Drive/Clover Leaf Center Drive.
- [Montgomery Village Avenue and Midcounty Highway \(MD 124\)](#) (by SHA as part of Pedestrian Safety Action Plan) - Design is underway with a public informational workshop scheduled for May 5.
- [Piney Branch Road](#) from Sligo Creek Trail at the western limits to New Hampshire Avenue (MD650) reached
- [Randolph Road from Connecticut Ave to Georgia Ave](#) - A public meeting was held in June 2025 to get feedback on preliminary concepts. Based on community input, the County is finalizing design of medium-term recommendations for pedestrian hybrid beacons, sidewalk widening, and curb extensions.
- [University Blvd W](#) (by SHA as part of Pedestrian Safety Action Plan) held a public informational workshop on November 14.

Construction and Pilots:

- [Montgomery Village Avenue](#) County Project

- Construction underway with sidewalk, curb, and gutter repairs; updating sidewalk ramps for accessibility for people with disabilities; and adding median nose caps to protect the crosswalk.
- Pedestrian hybrid beacons are planned at Walkers Choice Rd (north) and Centerstage Road. The County will need additional easement prior to installation with the goal of installing before summer 2026.
- [New Hampshire Ave from University Blvd to Powder Mill Road](#) (by SHA as part of Pedestrian Safety Action Plan) – groundbreaking ceremony July 15 with bus pad installation work underway in September.
- [Spencerville Road \(MD 198\)](#) – As part of SHA’s completes streets quick builds, SHA will install speed cushions to the west of Olk Columbia Pike to address speeding where the road curves. Expected installation in October.
- [Veirs Mill Road Bicycle & Pedestrian Improvements](#) from Robindale Drive to Galt Avenue: design complete with utility work underway.

S-2: Intersection Redesign

- **Description:** Shorten crossing distances for pedestrians and cyclists and slow down the turning speed of vehicles through intersection modifications. Utilize quick build materials where appropriate.
- **FY26 Status:** **On-Going and On-Schedule**

FY26 Implementation:

- Quick build projects:
 - Curb bump out at Bushey Drive and Elby Street.
 - New crosswalk and pedestrian refuge island at Roswell Drive and Tenbrook Drive.
 - New crosswalk and pedestrian refuge island at Dennis Avenue and Julep Avenue.
 - Pedestrian refuge island, curb bump out and concrete median at Waring Station Road and Summer Oak Drive/School Entrance.
- Intersection and spot improvement projects:
 - [Randolph and Lindell](#) plan is being finalized for permitting submission.
 - River Road and Westbard Avenue design is being finalized for submission to the State Highway Administration.
 - Georgia Avenue and Blueridge Avenue is currently in construction. Completion is estimated in mid-November.
- The County is coordinating with the State Highway Administration and WSSC on the removal of “hot right” turn lanes at [Old Georgetown Road and Rockville Pike](#). The design is finalized and permits are received. Construction will be funded through a [RAISE \(now BUILD\) grant](#) that will also construct the north entrance to the North Bethesda metro station.
- MCDOT received a grant from USDOT under the Safe Streets and Roads for All (SS4A) program to implement quick build projects at up to 100 locations. MCDOT is working with FHWA Maryland to develop a grant agreement prior to starting the procurement process.

See Action Item [S-9](#) below for additional intersection projects related to Safe Routes to School.

S-3: Protected Crossings (Priority Action Item)

- **Description:** Provide additional protected crossing locations by installing new traffic signals and beacons, with priority installations in high crash risk areas with infrequent crossing opportunities.
- **FY26 Status:** Not Started, On Schedule

FY26 Implementation:

Traffic signals planned

- Faroe & Parkland Drive for Safe Routes to School
- Grubb Rd & Colston
- Bel Pre Road & Rippling Brook for HIN corridor

Pedestrian Hybrid Beacons planned

- 2 on Montrose Road in North Bethesda at Montrose Village Terrace and Wilmart Street
- 2 on Willard Avenue in Friendship Heights at Shoemaker Farm Lane and North Park Avenue

S-4: Signal Timing and Phasing (Priority Action Item)

- **Description:** Where appropriate, modify signal phasing and timing to provide protection for all road users.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

Under the [Safe Streets Act of 2023](#), MCDOT substantially completed installing lead pedestrian intervals (LPI) at over 200 intersections. A total of 231 intersections with traffic signals were identified as relevant under the Act. Of the 231, 18 intersections were identified as not applicable due to either not having any pedestrian crossing or being exclusive for pedestrians where no cars are entering during the crossing phase. Five intersections are on hold due to upcoming construction or additional review needed.

All High Injury Network corridors that overlap with the Safe Streets Act criteria have substantially completed no-turn-on-red sign and leading pedestrian interval installations. Three intersections along County HIN corridors are pending installation as the signals require additional changes or planned construction. These include the following HIN corridors:

- Randolph Road between Georgia Avenue and Connecticut Avenue
- Cherry Hill Road between Columbia Pike and County Line
- Shady Grove Road from Key West Avenue to Midcounty Highway. The intersection with Research Boulevard is pending as it requires additional changes.
- Midcounty Highway and Washington Grove Lane
- Montgomery Village Avenue from Stedwick Road to Arrowhead Road
- Crystal Rock Drive from Father Hurley Boulevard to Century Boulevard
- Middlebrook Road at Crystal Rock Drive
- Lost Knife Road and Contour Road. The intersection with Odenhal Avenue is pending.
- Ridge Road and Observation Drive
- Redland Road from Somerville Drive to Redland Park Place

- Democracy Boulevard between Old Georgetown Road and I-270. Democracy Boulevard and Fernwood Road is still pending.
- Tuckerman Lane and Grosvenor Place
- Bel Pre Road and Entrance to Plaza Del Mercado

S-5: Corridor Access Management

- **Description:** Assess and remediate safety concerns created by uncontrolled turning movements to and from arterial and collector roads to neighborhoods and driveways with direct access with a specific focus on left turn safety issues.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

Left turn signal modifications:

- Montrose Road & Tildenwood Lane - remove permissive left to exclusive for left turns from Montrose Road.
- Montgomery Village Avenue & Centerway Road - changed from no left turn signal and added exclusive/permissive left turn signal from Montgomery Village Avenue as part of HIN project.

MCDOT is designing a project to modify the left-turn movement on northbound Grandview Avenue and Blueridge Avenue.

Watkins Mill Road at Century Way Drive signal phasing adjusted to address confusion and conflicts resulting from exclusive/permissive lefts in combination with lead pedestrian signal.

Updates to the County Code (Ch. 49, 50, 59) are expected to begin around the end of 2025 / early 2026 as a partnership between Montgomery Planning and MCDOT. There is no defined schedule, but it is likely that they will be intended for the current Council at some point in later 2026.

S-6: Roadway Departure

- **Description:** Improve roadways where run off the road crashes are prevalent, at curves and along country roads, utilizing repaving and safety programs. Prevent run-off-the-road events using higher friction road surface materials and guardrails, reduce serious collisions by removing fixed objects and using breakaway poles.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

Over summer 2025, MCDOT and SHA have worked to complete utility coordination, NEPA exclusions, and preparing a bid package that meets County, State, and Federal requirements. The grant agreement was reviewed by the County and will be sent for signatures in late fall 2025.

S-7: Separated, Low-Stress Bicycle Facilities (Priority Action Item)

- **Description:** Build bikeways identified within the Tier 1 network of the Bicycle Master Plan. Prioritization of any bike facility projects must also prioritize upgrading known high

crash risk roads. Tier 2 and 3 should be considered when opportunities arise such as redevelopment, repaving, or would increase safety on a high crash risk road.

- **FY26 Status:** **On-Going and On-Schedule**

FY26 Implementation:

[MCDOT and SHA have 28 bikeway and shared use path projects](#) planned or underway for this fiscal year. 18 are in the design phase, 7 have finished design and pending construction, 2 are under construction, and one completed construction.

Bikeways under design:

- [Bowie Mill Road bikeway](#) design complete with construction to start fall 2027.
- [Burlington Ave/13th St Cycle track](#) 60% design is underway as of 9/30/25.
- [Carroll Ave bikeway](#) reached its 65% design milestone and is nearing the 90% design. A virtual public hearing will be held on Tuesday, October 28, 2025.
- [Cheltenham Drive Bikeway](#) preliminary design completed in February 2025 with the 70% design milestone expected in winter 2025/2026. Mandatory referral with the Planning Board expected in December 2025.
- [Cherry Hill Road bikeway](#) reached 35% design in spring 2025. Delays due to project scope and design changes and to coordinate with upcoming development project.
- [Dale Drive Shared Use Path and Safety Improvements](#). Pending final Tree Save Plan approval from M-NCPPC prior to final design plan submission. Property acquisition effort is ongoing and anticipating to finish in spring 2026. Utility relocation to begin in spring 2026 prior to breaking ground for construction.
- [East Silver Spring Greenway](#) utility investigation underway with construction to begin in 2026.
- [Flower Avenue bikeway](#) (also related to action item T-1) reached its 65% design milestone and is nearing the 90% design. A virtual public hearing will be held on Wednesday, December 10, 2025.
- [Good Hope Road Shared Use Path Extension](#). Design completion expected in November 2025 with construction starting summer 2026.
- [Heritage Triangle Trail – Phase I](#), Dr. Bird/Norwood Road from MD 108 to Layhill Road, 95% plans completed. Working on permits and MOU with Parks regarding construction.
- [Martin Street Shared Use Path](#) - Facility design is underway with stormwater management concepts currently under design to prepare for future Mandatory Referral to the Planning Board.
- [Montgomery Ln/Ave Cycle track](#) is advancing to final design.
- [Sandy Spring Bikeway](#) - MCDOT coordinating with SHA. The Semi-Final Review (65% design completion) milestone was held on November 14, 2024. The environmental review is now underway.
- [Norwood Road Shared Use Path](#) from MD108/Olney-Sandy Spring Road to Ashton Forest Way reached 90% design with design completion expected winter 2025/2026. Construction estimated to start summer 2026.
- [Norwood Road Shared Use Path](#) near Blake High School at 35% Design. Design delays due to need for additional water quality assessments where the project goes through a special protection area.

- [Piney Branch Road Separated Bike Facilities](#) Project at 35% design with additional design progressing winter 25/26.
- [Tuckerman Lane](#) sidewalk/bikeway project reached 35% design in spring 2022 and held mandatory referral in May 2023. The project has been [funded for final design and construction](#) starting in FY27.
- [Woodmont Phase II](#) (Wisconsin Ave to Miller Ave & Montgomery Ln to Norfolk Ave) at 90% design. MCDOT is coordinating with State Highway Administration on traffic signals.

Bikeways with final design ready for construction:

- [Amherst Avenue bikeway](#) design completed. Property acquisition effort for construction easement is underway. Minor utility relocation is scheduled in fall 2025. Construction is anticipated to begin Fall 2026.
- [Fenton Street cycle track](#). MCDOT is coordinating with utility companies. Construction is expected to start in mid- to late-2026 and last 18 to 24 months.
- [MacArthur Boulevard](#) from I-495 to DC - Pending approval from US Army Corps of Engineers (USACE) on final design, and coordinating with Division of Highway Services to consolidate construction work and roadway resurfacing effort to minimize impacts to community and USACE Washington Aqueducts. Construction is currently anticipated to begin in Summer 2026.
- [McComas Neighborhood Greenway](#) final design completed. Construction is scheduled to begin in November 2025, weather permitting.
- [MD355 Clarksburg Road shared use path](#). Construction estimated to begin in spring 2026.
- [MD 355 Grosvenor shared use path](#) – Design is 100% complete. MCDOT held a field meeting on August 6 to discuss the project prior to starting construction.
- [Veirs Mill Road](#) Bicycle & Pedestrian Improvements reached final design. Right-of-way acquisition and utility relocation underway.

Bikeways under construction:

- [Capital Crescent Trail along the Purple Line](#) construction is ongoing with 62% complete with trail expected to open in spring 2026.
- [Metropolitan Branch Trail Phase 2A](#) in Downtown Silver Spring construction started in March 2024 and expected to be substantially complete fall 2026.

Bikeways completed:

- [Marinelli Road bikeway](#) phase 1 construction started spring 2025 completed summer 2025.

S-8: Safe Trail Crossings

- **Description:** Systematically upgrade the 156 trail crossings for safety improvements and develop safe trail connections to neighborhoods. Create standalone CIP projects for larger improvements such as major signal improvements or bridges.
- **FY26 Status:** **On-Going and On-Schedule**

FY26 Implementation:

- Montgomery Parks received unanimous County Council approval of a permanent two-lane configuration along [Little Falls Parkway](#) in January 2024. The Council approved site plan builds upon the interim two-lane road diet at the Capital Crescent Trail crossing, implemented in 2017, which has proven extremely successful in reducing crashes and increasing safety. The project will also include enhanced, safer bicycle and pedestrian connectivity along Little Falls Parkway and the Capital Crescent Trail. The project's Environmental Assessment (EA) was published in June 2024. The National Capital Planning Commission (NCPC) [reviewed the project on September 5](#) and approved the preliminary and final site development plans. The project is now under construction.
- Parks received a [Safe Streets and Roads for All \(SS4A\) federal grant](#) to improve trail connectivity and safety along the Sligo Creek Trail, Matthew Henson Trail, and around Wheaton Regional Park. Parks developed concept projects at over 24 different locations throughout the three indicated regions. First design batch consists of projects near Wheaton Regional Park, Matthew Henson Trail, and Sligo Creek Parkway (MD 97 Georgia Ave).
- Parks have continued [design of safety improvements](#) at various Park hard surface and natural surface trails throughout the County. Staff are working with our unit price contractor to continue to build previously designed improvements and reduce our backlog of construction work.

S-9: Safe Routes to School Engineering Projects

- **Description:** Evaluate the infrastructure safety needs and construct improvements near MCPS schools to improve access and encourage students to walk to school (sidewalks, protected crossings, crossing guards, appropriate speed limits, etc.)
- **FY26 Status:** **On-Going and On-Schedule**

FY26 Implementation:

Walk Audits: MCDOT will complete 15 walk shed safety audits this fiscal year.

Elementary Schools

- Ashburton
- Bells Mill
- Cold Spring
- Dr. Charles R. Drew
- Flower Hill
- Glenallen
- Ronald McNair
- William B. Gibbs, Jr.
- William T. Page
- Wilson Wims

Middle Schools

- Francis Scott Key
- Hallie Wells
- Parkland

High Schools

- Walter Johnson
- Winston Churchill

Spot improvement projects completed:

- Ridgeview Middle - improvements at Longdraft Road and Frenshire Road; Longdraft Road and Sioux Lane.
- Roberto Clemente Middle - multiple bump outs and pedestrian refuge islands along Waring Station Road and a raised concrete median to restrict illegal U-turn movements.
- Sargent Shriver Elementary - curb bump outs at Bushey Drive and Elby Street
- Watkins Mill High School - new sidewalk on the northern side of Watkins Mill Road from Apple Ridge Road to the Greenway Trail entrance.
- Wood Acres Elementary - curb extensions, concrete refuge island at 3 intersections, new roundabout at Cromwell Drive and Brookeway Drive.

Sidewalks near schools:

Watkins Mill High School - Installation of approximately 1,350 linear feet of sidewalk on the northern side of Watkins Mills Road from Apple Ridge Road to the Greenway Trail.

Speed limits: Reduced the speed limit of residential streets within White Oak Elementary School Walkshed from 25 to 20mph.

S-10: Provide Safety Upgrades During Routine Maintenance

- **Description:** Utilize repaving, tree pruning, and other maintenance schedules to provide lane widths, pedestrian and bicycle infrastructure, and other safety countermeasures as described in the CSDG that will bring the design speed closer to the speed limit and clear sightlines and walking paths from overgrowth.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

MCDOT Division of Highway Services is advancing safety improvements as part of a curb, gutter, and repaving project along Montgomery Village Avenue.

S-11: Improved Lighting (Priority Action Item)

- **Description:** Improve nighttime illumination utilizing leading practices for illumination and lighting, regular identification and replacement dark or dim streetlight luminaires, and installing lighting in areas with high crash risk and high pedestrian crossing locations.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

CBD Projects: MCDOT has completed a survey of remaining high pressure sodium fixtures in Wheaton and Silver Spring. Working to schedule installation of new lights.

US29 Infill Lighting: US 29 construction has not yet started. The project is in the late design phase with final plans awaiting MOU with SHA.

S-12: Sidewalk Repair and Clearance

- **Description:** Ensure sidewalks are in good repair, free from obstructions, and meet or exceed the Americans with Disabilities Act (ADA) requirements. Continue to update sidewalk survey to proactively address trip and other hazards from uneven or blocked sidewalks.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

MCDOT Division of Highway Services continues to remove hazards from existing sidewalks based on sidewalk surveys and resident requests.

S-13: Sidewalk Construction and Upgrades (Priority Action Item)

- **Description:** Construct and reconstruct sidewalks with proper clearance and street buffer zones as recommended in the Complete Streets Design Guide. Leverage temporary measures, such as walking lanes, on low traffic volume roads.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

- **Minor Sidewalk Projects:** 9,456 linear feet (1.8 miles) of sidewalk installed this fiscal year under [sidewalk minor program](#).
- **Maryland Route 198 sidewalk:** Advancing towards final design and permits. Construction expected in 2026.
- **Oak Drive MD 27 sidewalk:** Final design expected in fall 2025 with construction in the second half of 2026.
- **Sidewalks near Purple Line stations:** Public Workshops have been conducted for the Takoma Langley and Piney Branch Purple Line Stations to propose new sidewalk construction. 6 priority projects were identified and construction started in the Fall of 2025. Next is to prepare for the new sidewalk workshops for the Long Branch and Manchester Place stations. The workshop is anticipated to be scheduled in the winter of 2025.

See [action item S-7](#) for shared use path projects underway.

S-14: High Visibility Equipment and Markings

- **Description:** Continue using regular maintenance to upgrade traffic signals to have retroreflective borders and refresh/install new crosswalks with continental striping.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

- **Crosswalk refresh:** MCDOT has restriped 307 crosswalks in the first quarter of FY26.
- **Retroreflective borders around traffic signals and pedestrian hybrid beacons:** work to start later in FY26.

S-15: Shared Streets

- **Description:** Develop a permanent version of the Shared Streets program created in 2020 to rethink how public right-of-way is used that can prioritize non-motorist travel and provide benefits to businesses and residents.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

Steateries:

- Wheaton Steatery: MidCounty RSC maintaining Price Ave & Elkin St with reactivation this spring.
- Bethesda Woodmont Avenue: Being advanced by private developer in charge of this section of Woodmont.
- Silver Spring Ellsworth Drive – Private developer has closed the street to thru traffic and provided tables and seating.

Shared Streets: Newell Street facility planning is complete.

S-16: Data Informed Decisions

- **Description:** Utilize and combine data sources regarding crashes, infrastructure, land use, traffic volume, etc. to identify high crash risk areas and potential countermeasures. Infuse data in the budget and decision-making process to improve safety and equitable outcomes.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

- The [Vision Zero data website](#) provides a monthly summary report for non-motorist (pedestrian, bicycle, and scooter riders) involved crashes.
- The Maryland Highway Safety Office continues to provide timely updates to the [statewide fatal crash dashboard](#).
- In the coming year, the online project map will be updated to add more information and move to the newest version of the application.
- The High Injury Network update is scheduled to start in winter 2026.

S-17: Equitable Project Intake and Selection

- **Description:** Continue using regular maintenance to upgrade traffic signals to have retroreflective borders and refresh/install new crosswalks with continental striping.
- **FY26 Status:** Behind Schedule, Work Underway

FY26 Implementation:

- **Distribution of community requests versus crash risk:** The crash and request data analysis are being updated through the end of FY25 and exploring adding in a section about requests for automated traffic enforcement.
- **Vision Zero focused equity training:** This project scheduled to start winter 2025/2026.

M-1: Examine Speed Limit on Transportation Projects (Priority Action Item)

- **Description:** Use ongoing safety and maintenance projects as an opportunity to review potential modifications to roadway design, through geometric or lane width changes, to bring the design speed in line with the desired target and posted speed limit.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

- Reduced the speed limit of residential streets within White Oak Elementary School Walkshed from 25 to 20mph.
- Kersey Road in Kemp Mill from 25 to 20
- Woodside Park neighborhood streets from 25 to 20
- Randolph Hills south of Garrett Park Road neighborhood streets from 25 to 20
- Local roads around MD 121 in Burdette from 25 to 20.

MCDOT has an [online map](#) to show all County maintained roadways with recent posted speed limit changes.

M-2: Speed Management Policy

- **Description:** Utilize leading, evidence-based practices for setting context sensitive speed limits that align with Vision Zero and the safe systems approach.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

Complete Streets established target speeds on all County roads and the 2025 Master Plan of Highways and Transitways refined and reaffirmed target speeds throughout the master planned road network. The 2024 Curbless & Shared Streets Design Guide further established very slow speeds along those two specific street types. At this stage the County appears to be largely in line with Vision Zero goals, though continued efforts remain necessary at the State level for streets less than 15 MPH.

M-3: Enforcement of Speed Limits

- **Description:** Utilize hybrid (automated and officer initiated) approach for keeping drivers of motor vehicles at or below the speed limit.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

- **Saturation patrols and corridors:** MCPD did multiple speed/aggressive driving efforts over the summer months and increased patrols around schools at the beginning of the school year. These efforts were supported by the Maryland Highway Safety Office and ran in conjunction with NHTSA's anti-speed campaigns.
- **Utilizing red-light cameras as speed cameras:** Speed on green use has been approved and will begin testing in 2026.
- **Red-light and speed camera expansion:** MCPD has started receiving new speed cameras under the new contract.

T-1: Pedestrian and Bicycle Infrastructure Improvements Along New Transportation Projects (Priority Action Item)

- **Description:** Build pedestrian and bicycle infrastructure and wayfinding for Purple Line and future Bus Rapid Transit (BRT) routes to create complete streets on transit corridors.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

Ped/bike projects are being designed along with the [MD 355](#) (Rockville Pike, Hungerford Drive, Frederick Road) and [MD 586](#) (Veirs Mill Road) bus rapid transit projects.

- MD 355 BRT central phase is currently under environmental review with final design expected in 2026 and 2027.
- Veirs Mill Road (MD 586) completed design and utility relocation has started.
- Along US29, MCDOT is developing the concept to a preliminary level of design for the median bus lane hybrid concept.

Along and around the Purple Line, design underway for building bike lanes along [Flower Avenue](#), [Carroll Avenue](#), and [Piney Branch Avenue](#), full construction activity continued along the [Capital Crescent Trail](#), and the [Metropolitan Branch Trail Phase 2A](#) in Downtown Silver Spring.

T-2: Transit Stop Safety (Priority Action Item)

- **Description:** Provide safe crossings to and from transit stops through auditing transit stops and implementing audit recommendations. Develop consistent bus stop infrastructure (poles, benches, shelters, etc.)
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

Safe crossings to bus stops projects:

- **Montgomery Village Avenue:** Installing two pedestrian hybrid beacons at currently unprotected crossings with bus stops.
- **New Hampshire Avenue (SHA PSAP project):** Improved pedestrian signal timing, bus stop relocations, and median barriers.

MCDOT will reconstruct floating bus stops in Downtown Silver Spring at Spring Street & Ellsworth Drive and Cedar Street & Pershing Avenue to bring the existing stops up to the current design standard.

T-3: School Bus Stop Safety

- **Description:** Systematically review and upgrade school bus stop locations and pick up/drop off at schools to ensure student safety.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

For crashes occurring between July 1 and September 30, Montgomery County Police referred the following crashes going to or from school:

- 5 to Montgomery County Department of Transportation,
- 4 to the State Highway Administration,
- 3 to Public Schools,
- 1 to City of Rockville
- 1 to City of Gaithersburg
- 1 to Montgomery College

MCDOT posts the results of their crash reviews [on their website](#).

T-4: Eliminate Sidewalk Obstructions

- **Description:** Provide clearance space on sidewalks and consider restrictions or bans to ensure placement of signs, newspaper boxes, and trash bins do not block safe passage.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

MCDOT Divisions utilize pedestrian level of comfort, field surveys, sidewalk inventory, and resident feedback to identify sidewalk projects and where feasible to provide additional clearance.

T-5: Maintenance of Travel (MOT) during Sidewalk and Road Closures

- **Description:** Ensure construction and other road closures do not create roadway safety hazards by utilizing County and State laws and policies to enforce the law and communicate with the public about closures and how to report violations.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

The Department of Permitting Services debuted new interactive apps showing active permits, including right of way permits, in February 2024. A construction activities map showing all right-of-way permits has been in place for a few years now. DPS will work with our GIS analyst to separate Maintenance of Traffic permits from all other ROW permits for better transparency to the public.

T-6: Bike and Micromobility Parking

- **Description:** Install micromobility corrals across the County, with priority in major activity centers, to provide safe and convenient parking for bikes and other micromobility devices (e.g., e-scooters) to keep the sidewalks, bike lanes, and roads clear.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

Silver Spring secure bike parking facility: Design is complete. Project is out for bid. Project was delayed due to unavailability of funds until Q1 FY25.

Micromobility corrals: 2 bike racks were installed in August. MCDOT also works with e-scooter vendors to develop digital corrals.

E-Scooter Education and Training: MCDOT continues to [promote on social media safe e-scooter](#) riding and parking information throughout the year.

T-7: Curbside Management

- **Description:** Prioritize curbside space to meet the needs and policy goals for urban areas and ensure use reduces conflict amongst road users. This includes creating and expanding pick up/drop off zones, unloading, and short-term parking close to building entrances.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

The Curbside Management effort is ongoing. It completed the Literature Review task and is currently about 60% through the Policy Development task. Remaining are tasks for developing design details and assembling the final document.

T-8: Snow Removal from Bike Facilities, Sidewalks, and Transit Stops

- **Description:** Clarify County Government's responsibility for snow clearance from sidewalks and bike lanes similar to how it is cleared from roadways.
- **FY26 Status:** Not Started, On Schedule

FY26 Implementation:

No snow storms year-to-date, but MCDOT is preparing for the next snow season.

T-9: Parking Lot Design and Construction

- **Description:** Redeveloped or newly constructed parking lots and garages are safe for pedestrians, cyclists, and people using assistive mobility devices to access and navigate.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

The project consultant is developing a literature review of best practices for multimodal safety in parking lot/structure design, in addition to other topics like stormwater management and urban design. There have been several interagency stakeholder meetings to understand current county practices and concerns.

T-10: Safety Audit of County Owned Parking Lots and Garages

- **Description:** Review and modify County owned parking lots and garages to eliminate conflicts when entering and navigating the facilities.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

Parking Management is working with Montgomery Planning as part of the Parking Lot Design Guidelines project to potentially incorporate recommendations for future safety projects in PLD lots and garages.

C: Transportation and Land Use Planning

- **Description:** Incorporate Vision Zero and a safe systems approach into functional and area master plans, development review, and subdivision staging.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

- **Green Street Design Guidelines:** Pre-planning is ongoing.
- **Georgia Avenue Corridor Master Plan:** Pre-planning and interagency coordination is ongoing.
- **University Boulevard Master Plan:** The University Boulevard Plan was approved by the Planning Board on June 12, 2025, and is currently being reviewed by the County Council.
- **Pedestrian Master Plan:** Planning Staff are evaluating the Pedestrian Master Plan's key actions with an eye toward short-, medium-, and long-term implementation, both in the department, across county government, and in coordination with our state partners.
- **Master Plan of Highways and Transitways:** The [Montgomery County Council](#) voted to approve the [Montgomery Planning's](#) 2025 Update to the [Master Plan of Highways and Transitways](#) on July 29, 2025.

V-1: Safer County Vehicle Fleet

- **Description:** When replacing County fleet and emergency response vehicles, ensure the vehicles are equipped with life-saving crash avoidance technology and vehicles are right sized for the areas they serve.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

As Montgomery County continues to modernize its vehicle fleet it will continue to include enhanced safety features like collision avoidance, blind spot monitoring, backup cameras, parking sensors, and other safety enhancements as automotive manufactures make them available.

V-2: Prepare for Autonomous Vehicles

- **Description:** Prepare the County's infrastructure for vehicles that will communicate with each other and the infrastructure.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

- MCDOT continues its membership on the statewide [Connected and Automated Vehicle Program](#).
- There are [3 sites available](#) for vehicle testing including 2 test tracks.

- Montgomery County has DSRC and Cellular Vehicle-to-Everything (C-V2X) running along Quince Orchard Road (MD 124) and Darnestown Road (MD 28) in Gaithersburg.

P-1: Outreach and Education to the Community

- **Description:** Improve project communication and outreach to a broader audience and on multiple communication channels utilizing County Government outreach staff on safety topics relevant to Montgomery County's identified safety problems and demographics.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

Summer and early fall campaigns:

- July 4 - anti-impaired driving with WRAP SoberRide and statewide saturation patrols.
- August 5 - National Night Out.
- August 18 to September 13 - coordinated Back to School safety campaign
 - MCPD Central and District Traffic Officers focused on school zone enforcement before and in early weeks of the school year starting.
 - MCDOT attended [Back to School nights](#) to inform the community of walk shed studies being performed in their area.
 - Walking Wednesdays start at the end of September.
- September 30 - news conference with County and State leadership about [new automated speed enforcement laws](#) taking effect October 1.

Event photos are available on MCDOT Pedestrian Safety Flickr page at [MCDOT Traffic | Flickr](#).

P-2: Collaboration with Community Partners and Ambassadors

- **Description:** Work with existing community groups, County outreach staff, and community ambassadors to increase the amount of public feedback and raise awareness for traffic safety projects and campaigns.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

[Youth Ambassadors](#): Applications for the Youth Ambassador Program will open in November 2025 for the 2026 cohort.

Older Driver Outreach: July 10 [safety presentation](#) at the Damascus Senior Center.

Continued partnerships with the following partners outside of Montgomery County Government:

- Public Schools (Walking Wednesdays, bike rodeos, and bus stop safety)
- Grocery stores and shopping malls (providing space for community engagement)
- Community associations (presentations and outreach at community events)
- MD Motor Vehicle Administration (providing space for community engagement)
- MD Highway Safety Office (coordination of safety plan implementation and community engagement)
- MD State Highway Administration (coordination on safety projects and outreach)

- Maryland-National Capital Park and Planning Commission (joint efforts on policy updates)

Montgomery County remains membership with the Vision Zero Network and the Road to Zero coalition.

P-3: Coordination of Campaigns

- **Description:** Wrap around planned safety projects with education, encouragement, outreach, and enforcement.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

- County HIN projects: Outreach planned for advancing Bel Pre Road HIN project this year.
- State HIN/PSAP projects:
 - New Hampshire Avenue groundbreaking ceremony July 15
 - University Boulevard public open house planned in November 2025 to share initial designs and collect feedback.
- Bus Rapid Transit projects with safety aspects on HIN corridors:
 - Veirs Mill Road update as utility work starts on October 21, 2025
 - New Hampshire Avenue project team is finalizing the study for submission to the Planning Board and County Council for fall 2025.

P-4: Ending Impaired Driving Deaths (Priority Action Item)

- **Description:** Implement a multifaceted program towards ending impaired driving deaths with focus on prevention and treatment.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

- **DUI Court:** MCPD supports the effort and concept of DUI Court within Montgomery County. Currently the court is still in its infancy. Law enforcement involvement will be a positive step in the future, but currently there isn't a structure that utilizes this resource fully. The hope is to step back into the effort once the court is more established.
- **Officer training on preliminary breath tests (pbt):** MCPD has the PBT inventory available and hopes to train officers prior to, or during, the Holiday Task Force.
- **Cross-agency partnerships to deter impaired driving:** MCPD is continuing to interact with community partners, as well as institutions of higher education on various projects. Alcohol Beverage Service, University of Maryland, and Police are currently awaiting a report from UMD as a result of recent focus groups within Montgomery County regarding alcohol intoxication, impaired driving, and views on drinking. The hope is focus groups will best help to determine how to educate people about drunk and drugged driving.
- **Increased warrant service for people failing to appear in court for impaired driving:** County Police partnered with the Maryland Highway Safety Office to utilize grant funds to conduct extra enforcement to locate violators.
- **Wet and green labs:** MCP continues to utilize both wet and green labs to train current and entry-level officers. Additionally, representatives from MCP have been requested to

assist other agencies with conducting similar programs. In October, MCP assisted Ocean City, MD PD with a green lab in their jurisdiction.

- **ARIDE training:** ARIDE classes will continue to be offered for officers to increase their knowledge.
- **Legislation**
 - **Pilot oral sampling for suspected drugged drivers:** No planned legislation for the 2026 General Assembly session at this time unless a sponsor is found to move forward.
- **Joint operations with allied agencies:** MCP continues to partner with other law enforcement agencies to conduct joint operations. Central Traffic Unit personnel conducted a joint enforcement detail on US29 in the summer and has an additional detail planned for Q2 of FY26.

P-5: Expansion of Automated Enforcement

- **Description:** As technology advances and privacy concerns are addressed, update State law to remove barriers that limit the use of automated traffic enforcement and take advantage of new technologies available.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

- **Updated expansion plan:** Updated automated traffic enforcement unit (ATEU) report is underway and on target for submission to CE office.
- **Expansion legislation:** [Two bills were introduced](#) for consideration by the County Delegation for the 2026 State Legislative session. One would allow use of stop sign cameras in the cities of Gaithersburg and Rockville. The other would allow the use of automated technology to enforce pedestrian right-of-way in school zone crosswalks countywide. Local bill hearings will start in December to determine if the bill will be sponsored by the entire Montgomery Delegation to introduce in the General Assembly.

P-6: Focused Enforcement Efforts

- **Description:** Focus the efforts of MCPD officers on curbing the most dangerous behaviors (occupant protection, speeding and aggressive driving, not yielding right of way, impairment from alcohol or drugs, and distraction) and less on non-moving violations.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

MCPD continues to focus on the 5 top categories for traffic safety; Central Traffic Unit is the lead for these enforcement efforts but patrol officers continue to increase their efforts in this critical area.

P-7: Expand Safe Routes to School

- **Description:** Expand the County's Safe Routes to School (SRTS) activities and initiate comprehensive traffic safety education and age appropriate outreach for pedestrian, bicycle, and driver safety.

- **FY26 Status:** No work planned for FY26. New funding will need to be secured by either Public Schools or MCDOT to advance this item.

P-8: Bike Riding and Safety Courses

- **Description:** Expand adult and child beginner biking courses through Commuter Services and Safe Routes to School. Incorporate micromobility device training (e.g., e-scooters).
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

- **Youth bicycle rodeos:** A [bike rodeo](#) was held at Summer camp at Whetsone Elementary.
- **Adult learn-to-ride classes:** MCDOT [Commuter Services hosted](#) 4 sold out adult learn to ride class in September. Through November, 8 more are planned. An e-scooter training is scheduled for November 2.

P-9: County Employees using Fleet Vehicles

- **Description:** Provide a safe driving program for all County employees that utilize County fleet vehicles.
- **FY26 Status:** Behind Schedule, Work Underway

FY26 Implementation:

- **Defensive driver training for non-public safety employees:** Risk Management staff are reviewing existing Computer Based Trainings for applicability and appropriateness for a wider rollout to non-public safety departments using County fleet vehicles.
- **Monitoring crash trends involving County vehicles:** Departments under Risk Management's self-insurance program receive regular reports on property damage and injuries from car collisions. Claims decreased by 5% from FY24 to FY25 and are 38% lower than FY19, the last pre-COVID year. The Transportation and Police departments, which have the most claims, saw reductions of 14% and 5%, respectively, from the previous year.

P-10: Conspicuity for County Employee Uniforms

- **Description:** Provide high visibility gear for employees working in or near roadways as uniforms are replaced or purchased for new employees.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

In FY25, as part of the Traffic Incident Management work under action item R-02, confirmed Fire/Rescue and Police policies require high visibility uniforms or vests to be worn with working in or near the roadway.

R-1: Prompt Medical Service

- **Description:** Ensure proper emergency medical care for crash victims through prompt response to incident and proper medical care.

- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

Data on MCFRS response times are available through the [CountyStat and OMB performance page](#). MCFRS is also tracking patient outcomes such as the number of trauma patients properly transported to a trauma center.

R-2: Planning and Coordination for Safe Traffic Incident Management

- **Description:** Utilize leading practices, policies, and technology to eliminate secondary crashes that occur while first responders are on the scene.
- **FY26 Status:** On-Going and On-Schedule

FY26 Implementation:

- **Data needs to regularly track clearance times and secondary crashes:** Montgomery County is working with the Highway Safety Office to develop standardized criteria for tagging secondary crashes.
- **Opportunities for expanded training:** Police continue to train officers after academy graduation on traffic incident management and safety. Current academy class, Session 79, will receive training in Q2 of FY26.