



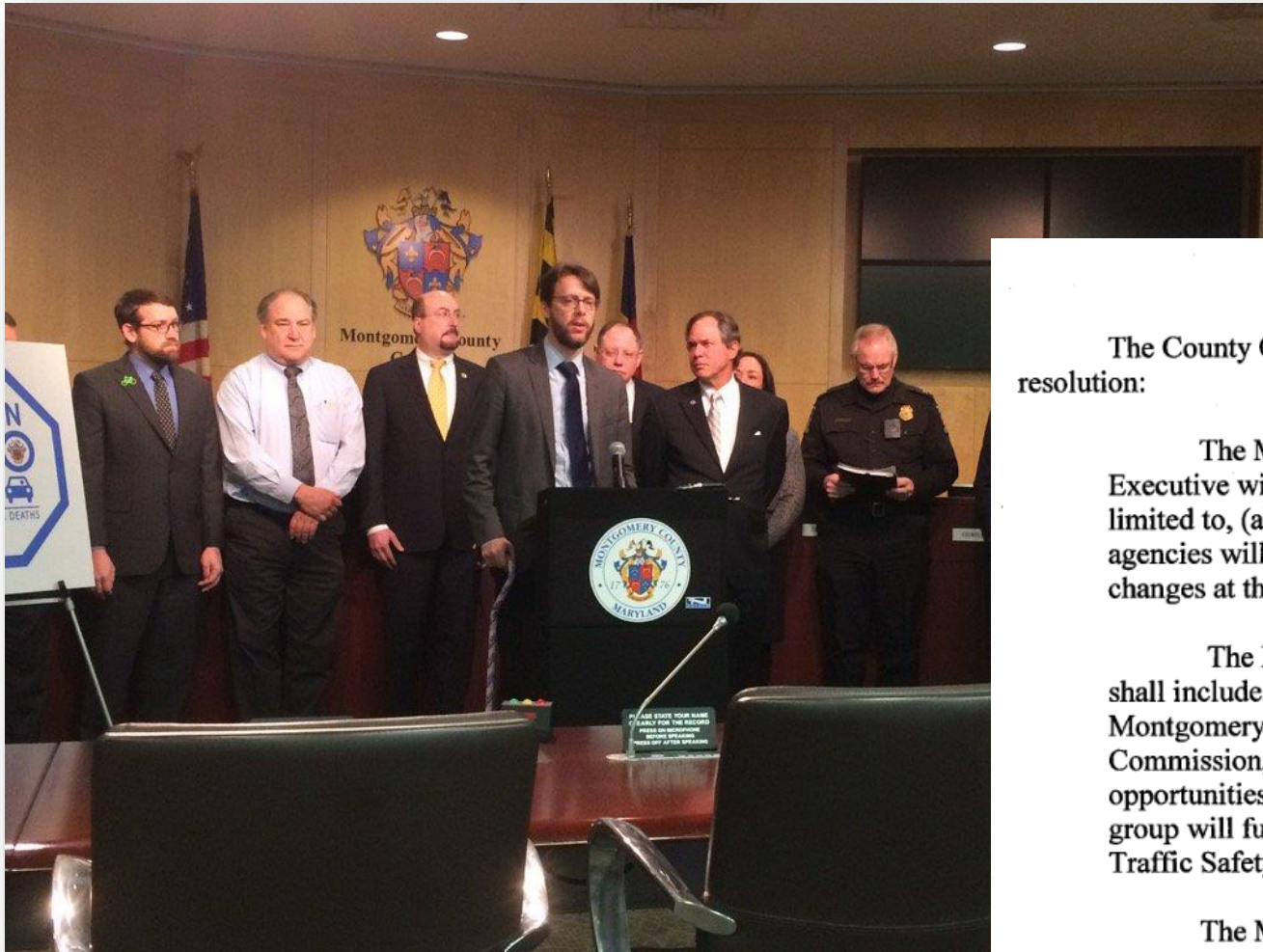
VISION ZERO

**NO TRAFFIC DEATHS BY 2030
IN MONTGOMERY COUNTY**

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OUR PLAN TO ELIMINATE FATALITIES AND SEVERE INJURIES ON OUR ROADS BY 2030

TWO-YEAR ACTION PLAN • PRESENTATION TO TPB. 12/12/17



Action

The County Council for Montgomery County, Maryland approves the following resolution:

The Montgomery County Council adopts Vision Zero. By October 1, 2016, the Executive will report to the Council on a Vision Zero Action Plan that includes, but is not limited to, (a) a date by which to achieve zero deaths, (b) a set of activities that County agencies will take to implement the Action Plan, and (c) a set of recommended policy changes at the state and local levels.

The Executive will designate a working group to develop this Action Plan, which shall include members of the Police Department, Department of Transportation, Montgomery County Public Schools, Montgomery-National Capital Parks and Planning Commission, and the State Highway Administration. The working group will provide opportunities for the public to comment on the plan during its development. The working group will further submit a draft plan for consideration by the Pedestrian, Bicycle, and Traffic Safety Advisory Committee and the general public.

The Montgomery County Council also calls on the State of Maryland to adopt Vision Zero. It plans to work with the Montgomery County Delegation to advance necessary legislative changes at the state level to adopt and implement Vision Zero for the entire state and our community.

Why a two-step plan?

- Need to eliminate our “known unknowns” to build an even stronger plan
- Align our codes, policies, and laws to Vision Zero principles
- Determine what is or is not working for traffic safety projects
- Acknowledge major leadership changes coming in 2018 to County Executive and Council



1. Review of previous roadway safety efforts in the County
2. Review of promising practices from other Vision Zero communities
3. Analysis of County collision data to identify trends and significant issues to inform the plan
4. Consultation with County Departments, Agencies, the Pedestrian, Bicycle, and Traffic Safety Advisory Board, and Public

2002 Blue Ribbon Panel



Montgomery County Blue Ribbon Panel On Pedestrian and Traffic Safety

FINAL REPORT

*Setting Safety in Motion:
Recommendations for Creating Walkable Communities
in Montgomery County, Maryland*

Delegate William A. Bronrott, *Chair*

January 2002



www.co.mo.md.us

2007 Pedestrian Safety Initiative



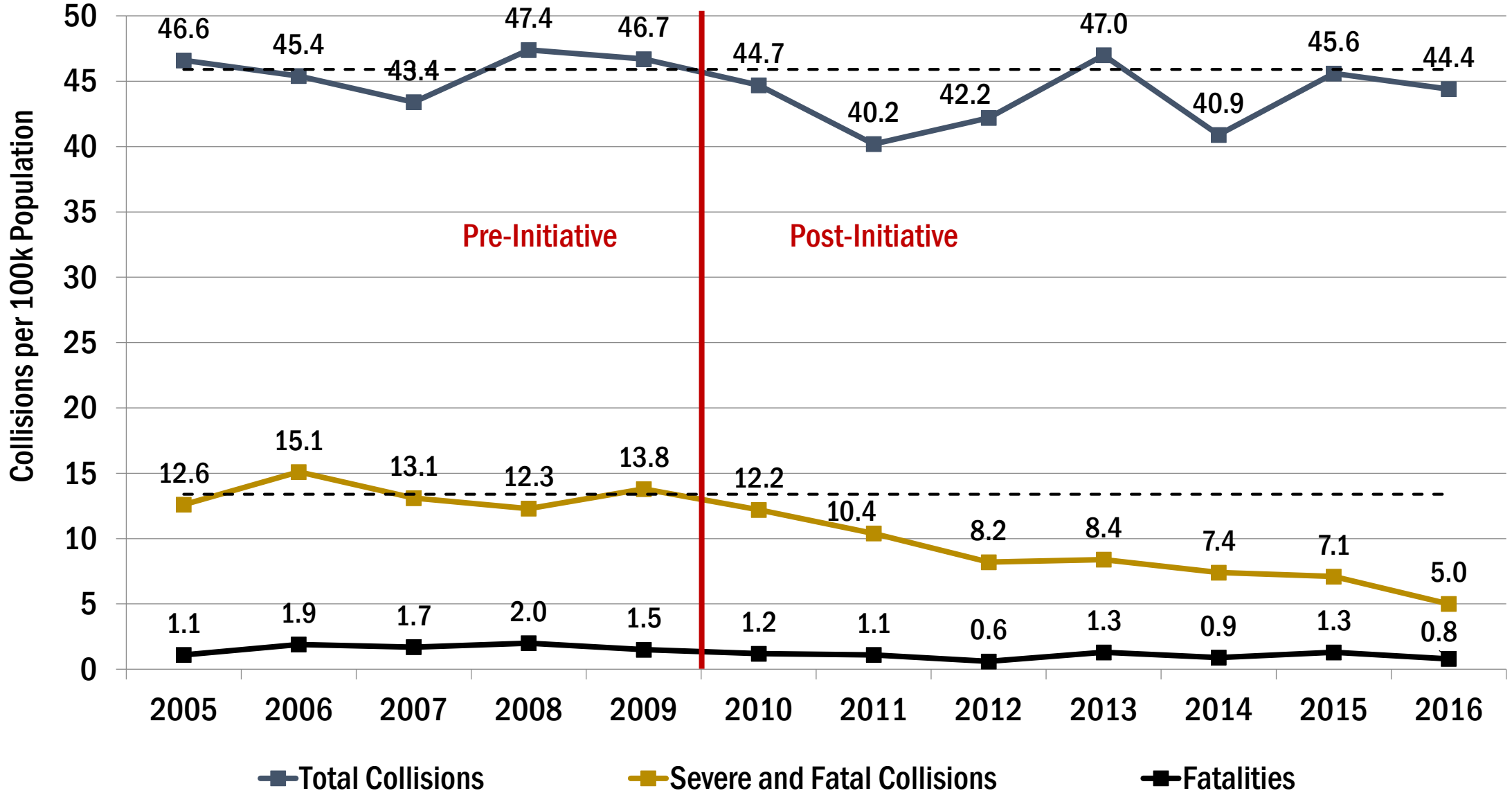
Montgomery County Executive Isiah Leggett

Pedestrian Safety Initiative

December 2007

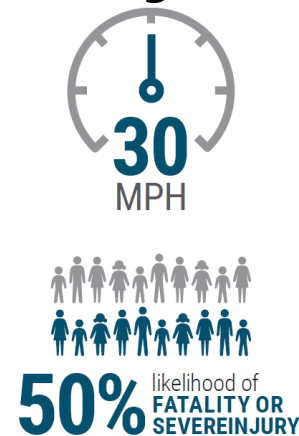


RESULTS FROM PEDESTRIAN SAFETY INITIATIVE



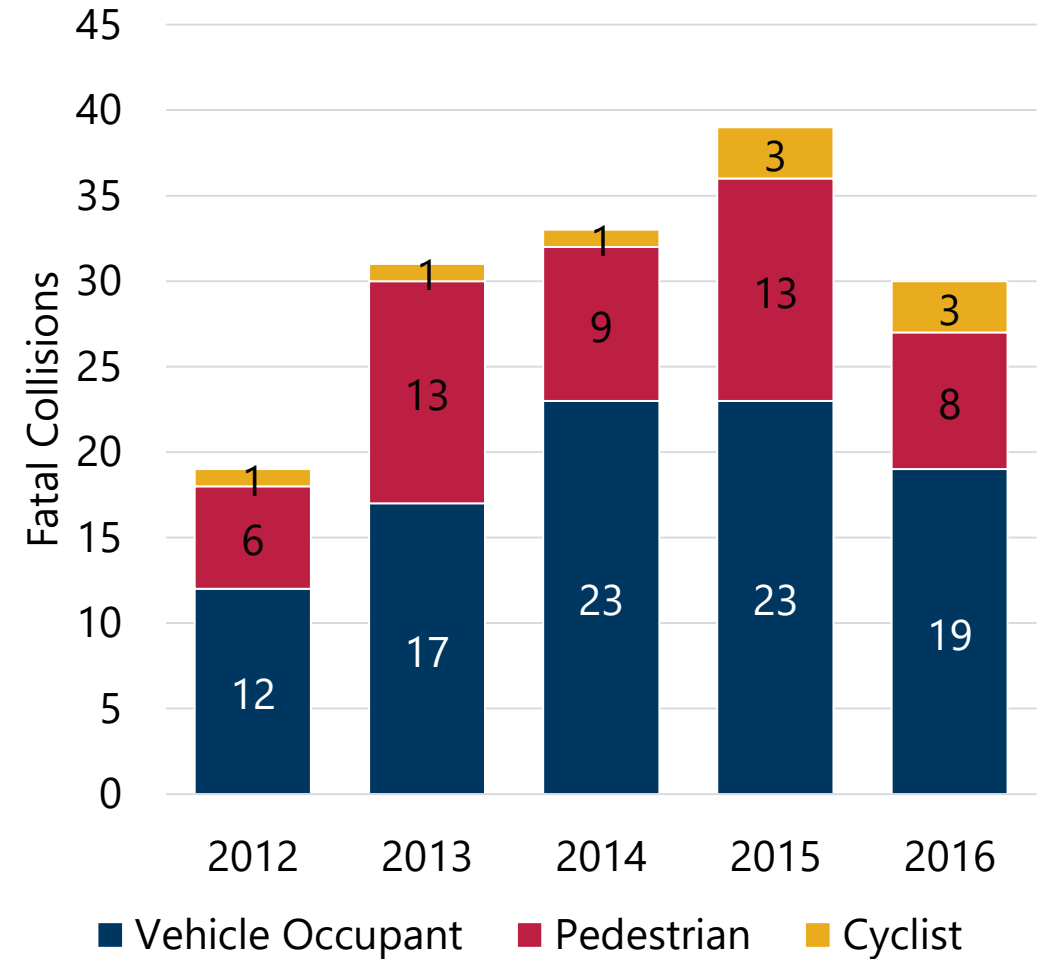
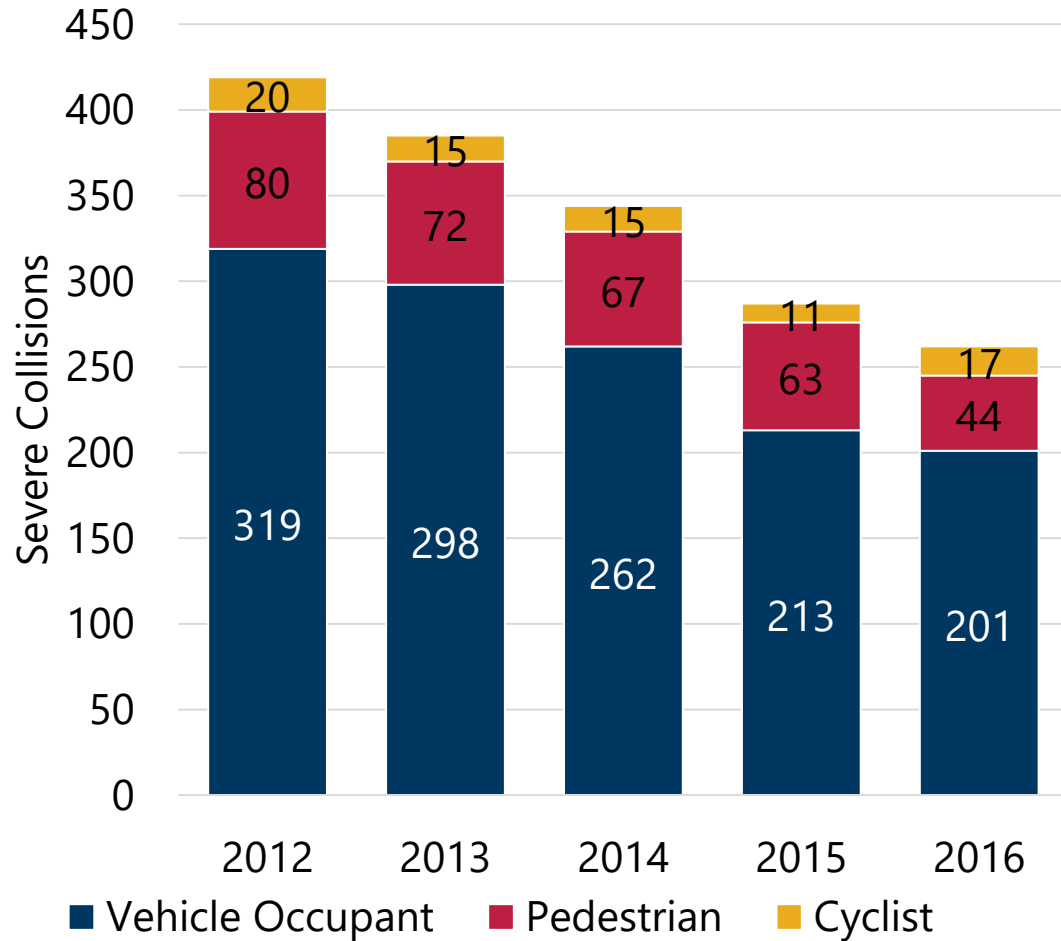
REQUIREMENTS OF VISION ZERO PLAN

1. Transportation–related deaths and severe injuries are **preventable and unacceptable**.
2. **Human life takes priority over mobility and other objectives of the road system.** The road system should be safe for all users, for all modes of transportation, in all communities, and for people of all ages and abilities.
3. **Human error is inevitable**; the transportation system should be designed to anticipate error so the consequences are not severe injury or death. Advancements in vehicle design and technology, as well as engineering advancements, personal electronic device innovations, etc., are necessary components for avoiding the impacts of human errors.
4. **People are inherently vulnerable**, and speed is a fundamental predictor of crash survival. The transportation system should be designed for speeds that protect human life.
5. **Safe human behaviors**, education, and enforcement are essential contributors to a safe system.
6. **Policies at all levels of government need to align**, making safety the highest priority for roadways.

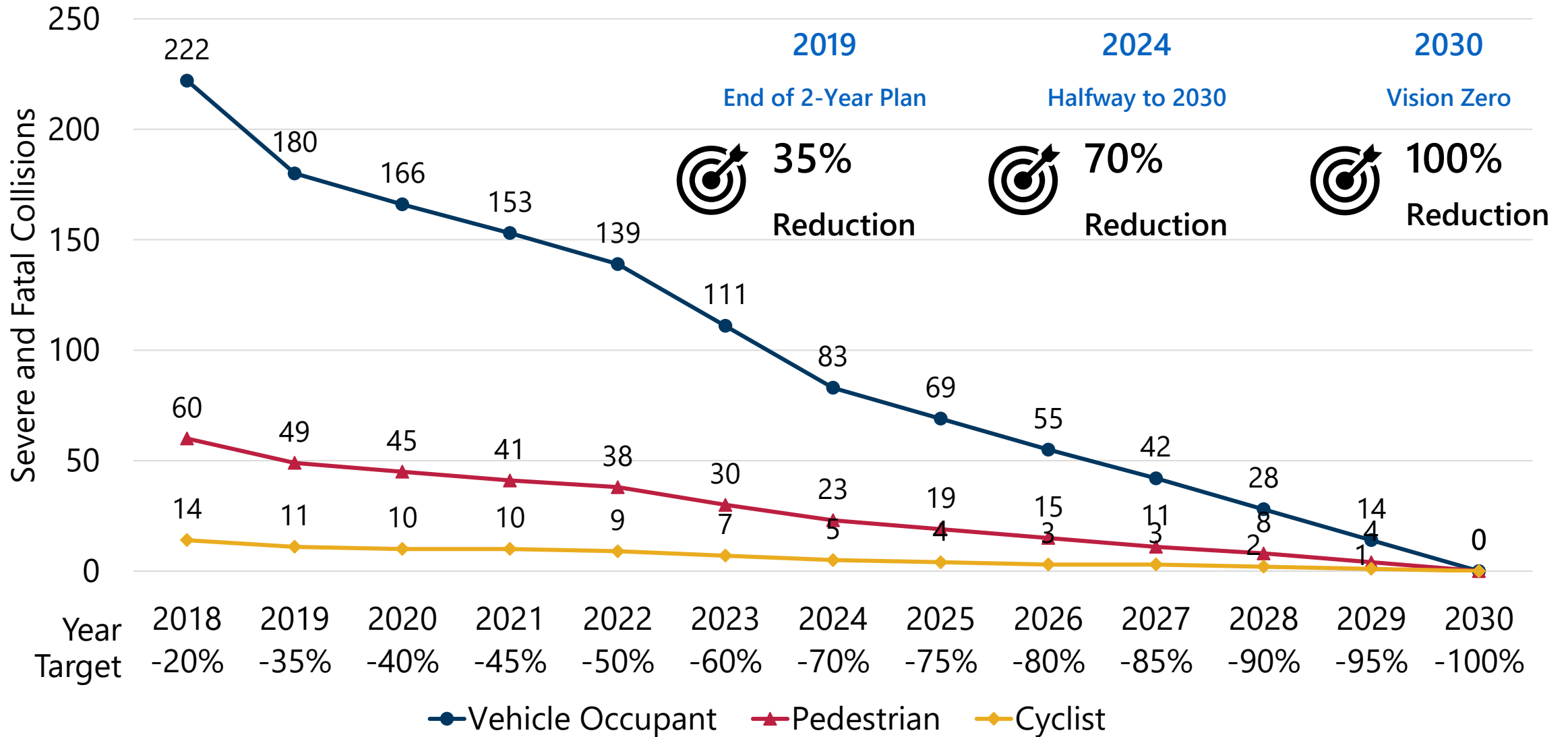


SOURCE: Brian Tefft, "Impact Speed and a Pedestrian's Risk of Severe Injury or Death," AAA Foundation for Traffic Safety, 2011

DATA ANALYSIS – 5 YEAR TREND



REDUCTION TARGETS



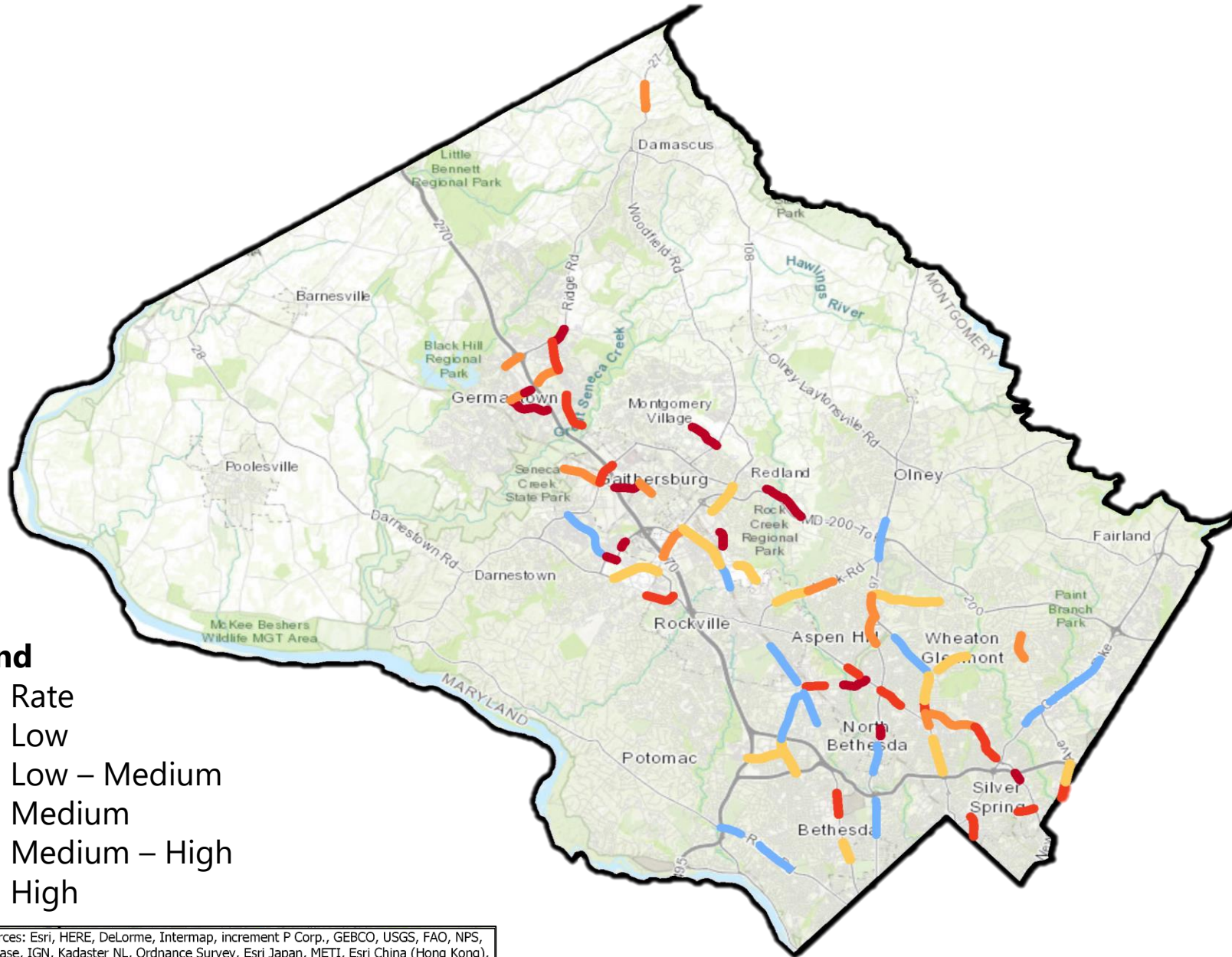
HIGH INJURY NETWORK

The High Injury Network (HIN) identifies roadway segments that have a higher amount of crashes (at least one crash per mile per year) relative to the amount of traffic on that road. MCDOT will use this initial list to identify roadways for engineering improvements.

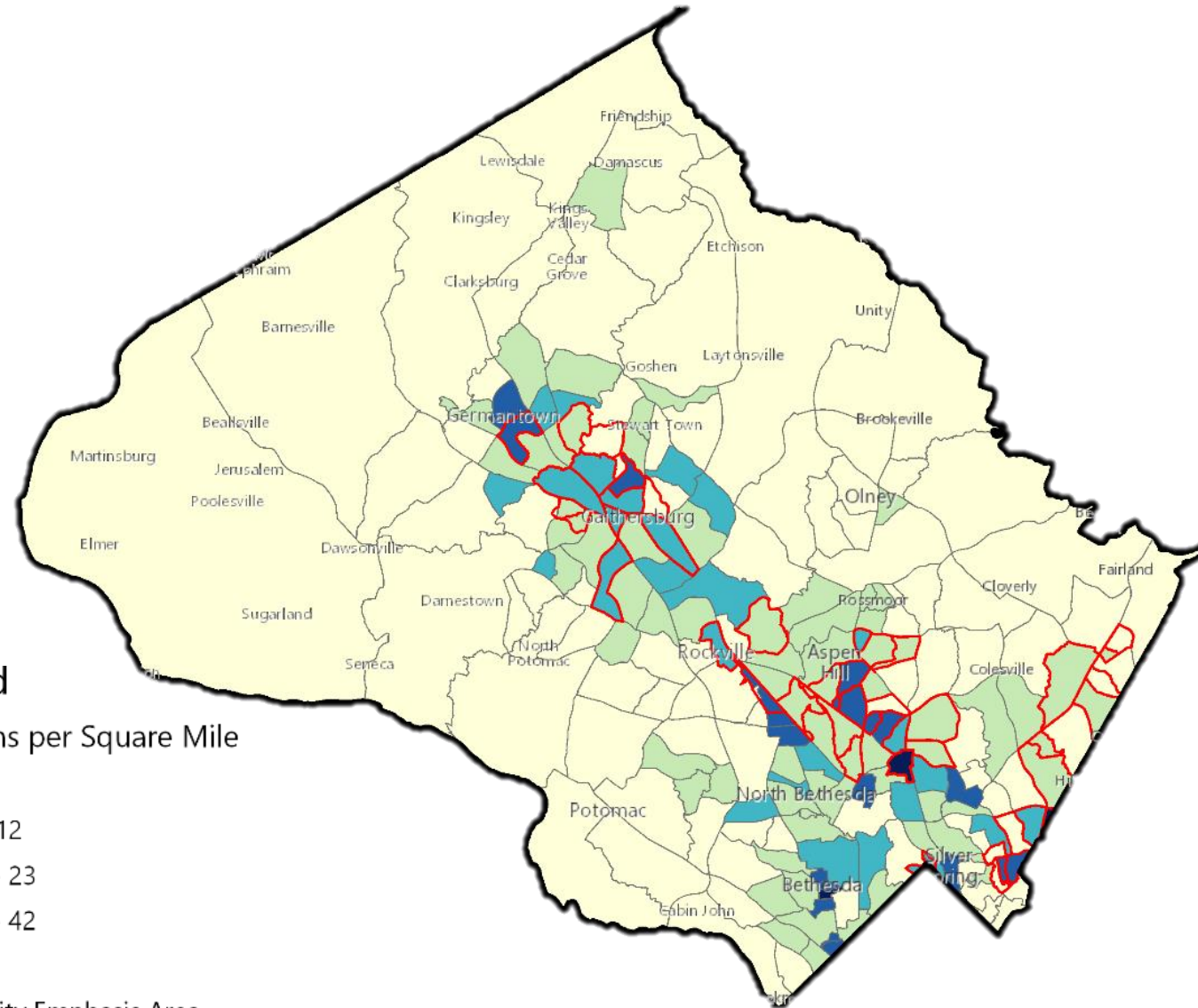
Legend

Crash Rate

- Low
- Low – Medium
- Medium
- Medium – High
- High



SEVERE AND FATAL COLLISIONS BY ROAD CLASSIFICATION



Legend

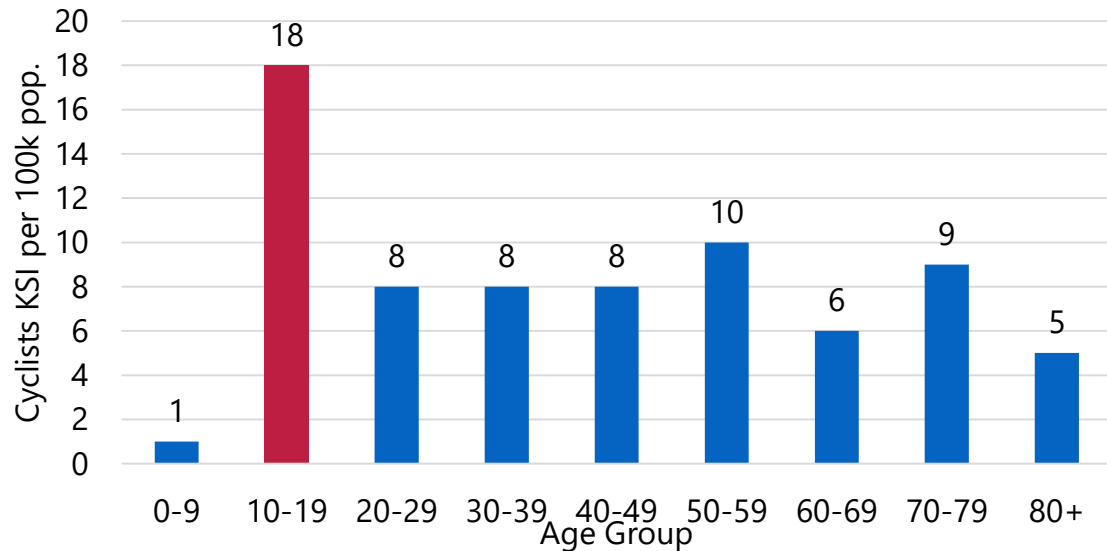
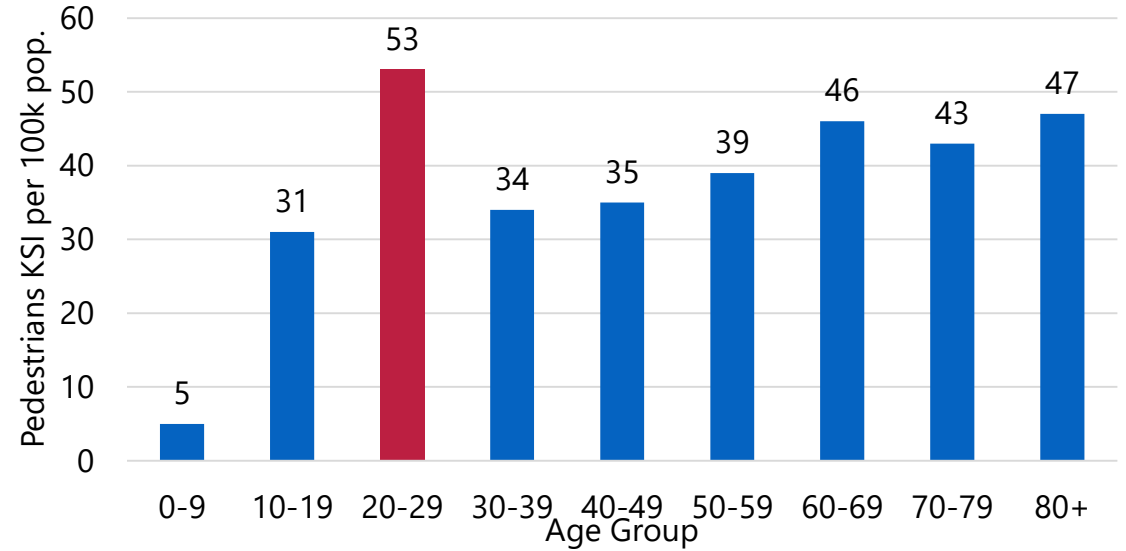
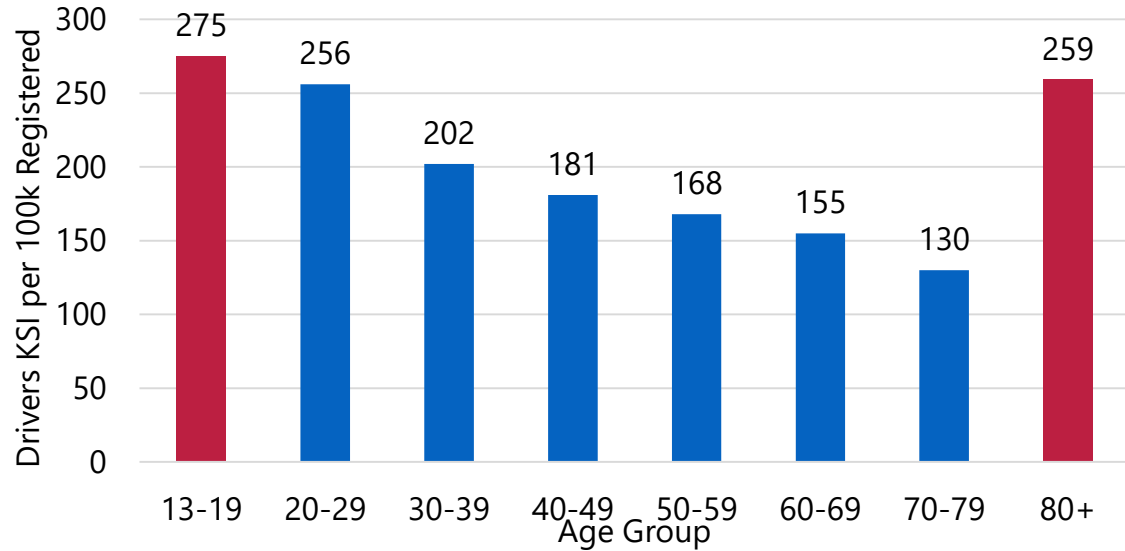
Collisions per Square Mile

- ≤5
- 5 - 12
- 12 - 23
- 23 - 42
- 42+

Equity Emphasis Area

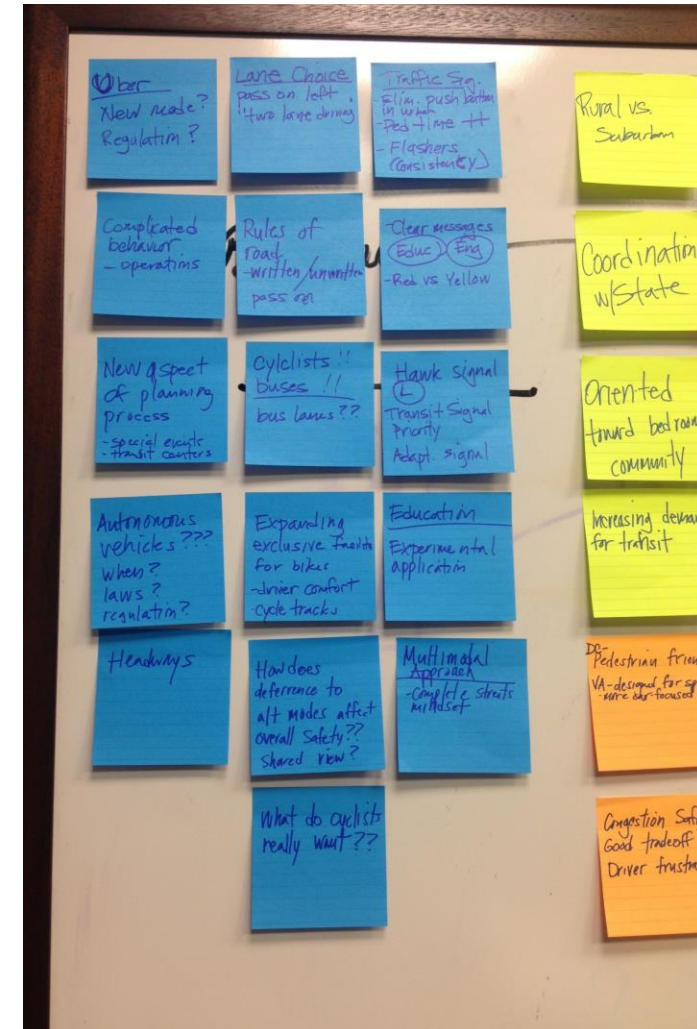
Crash Density was <u>higher</u> in neighborhoods with...	
Higher ↑	Percentage of households that speak English less than "very well"
Higher ↑	Percentage of population that is Hispanic or Latino
Higher ↑	Percentage of households below the poverty level
Lower ↓	Median age

AGE OF PERSON KILLED OR SEVERELY INJURED

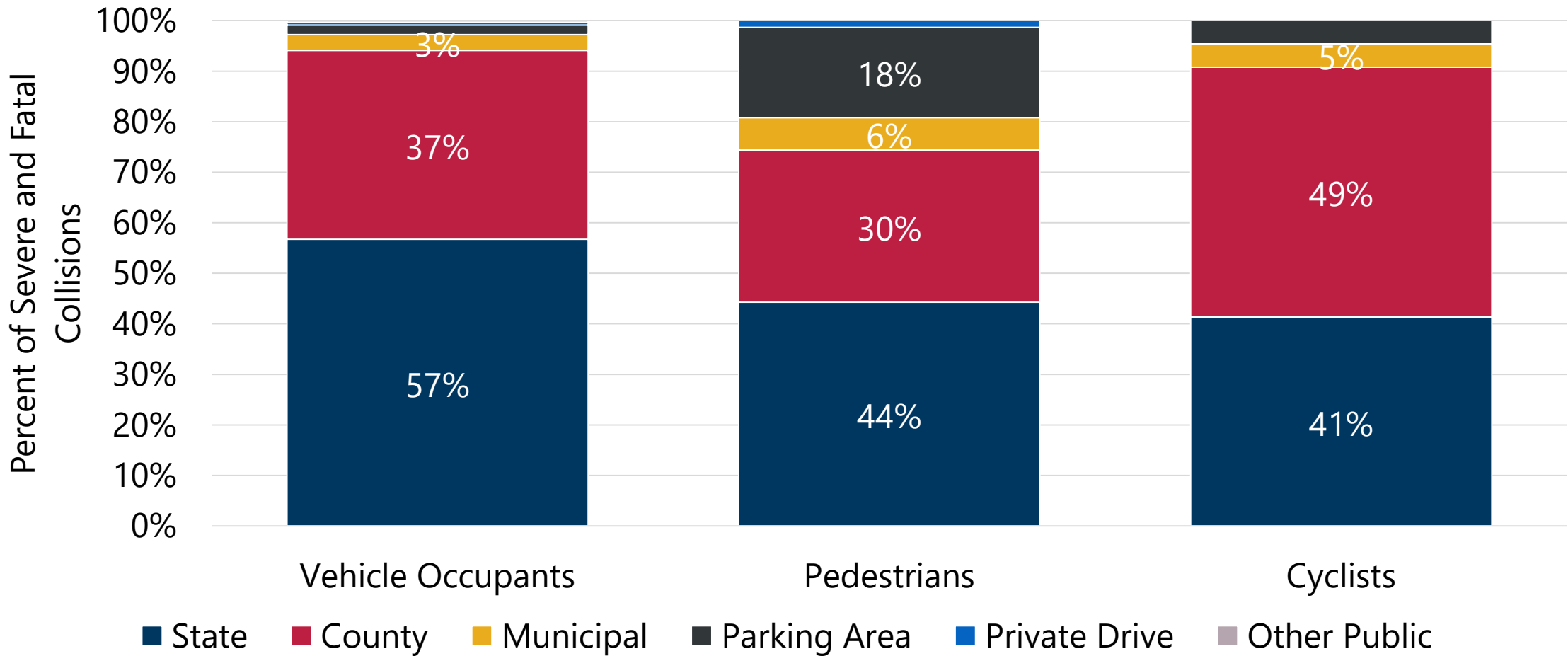


STAKEHOLDER AND COMMUNITY ENGAGEMENT

1. Aggressive and impaired driving
2. Distracted driving and occupant protection
3. Pedestrians and bicyclists
4. Traffic incident management
5. Vehicle technology
6. Roadway infrastructure



DATA ANALYSIS – COLLISIONS BY ROADWAY OWNER



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

MARYLAND STRATEGIC HIGHWAY SAFETY PLAN 2016-2020

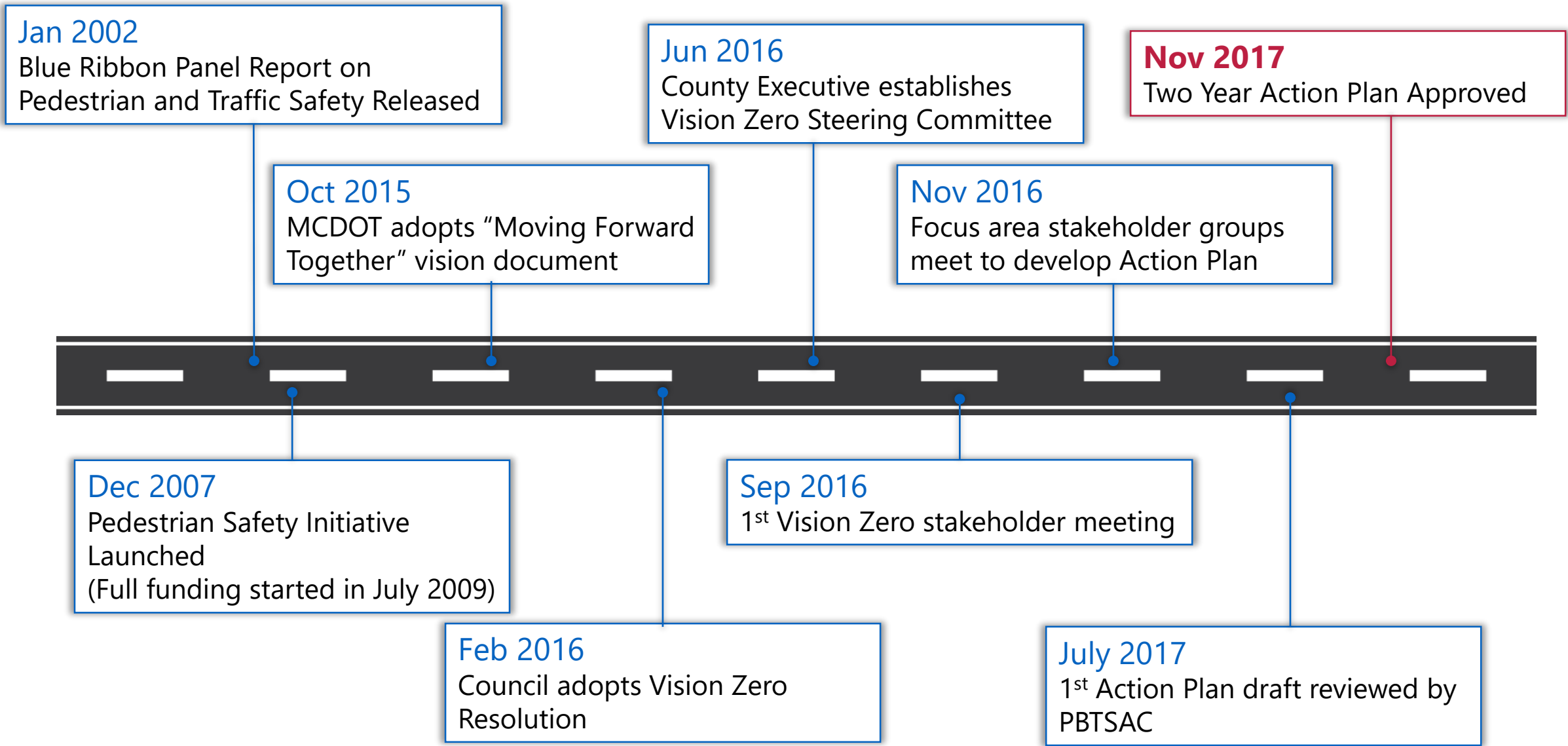
Similarities:

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

Differences:

Montgomery County	Maryland
Eliminate traffic fatalities by 2030	Reduce traffic fatalities by 50% by 2030 from 2008 baseline
Sets specific actions	Sets broad strategies
Each action has a deadline	No deadlines to implement strategies

ROAD TO VISION ZERO – TWO-YEAR ACTION PLAN





Engineering

- Design facilities that prioritize safety above all else
- Key Outcome: Reductions in severe and fatal collisions in High Injury Network (HIN)



Enforcement

- Encourage safe behaviors using evidence-based high visibility enforcement
- Key Outcome: Hours of dedicated enforcement for factors contributing to severe and fatal collisions



Education

- Engage the public to promote the importance of traffic laws and safe behaviors
- Key Outcome: Increased awareness of dangerous driving, biking, and walking behaviors



Traffic Incident Management

- Ensure that when a collision occurs, prompt care is provided
- Key Outcome: Maintain response times for traffic collisions with injuries based on dept. standards



Law, Policy, and Advocacy

- Improve the way traffic safety is managed by changing codes, laws, and policies that do not align with Vision Zero
- Key Outcome: Passage of significant laws and policies required to implement Vision Zero

TWO-YEAR ACTION PLAN – ENGINEERING

ENG-1: Crash
Analysis

ENG-2: Update
County Road
Design Standards

ENG-3: Expand
Road Safety Audits

ENG-4: Review
Transit Stops

ENG-5: Redesign
Trail Crossings

ENG-6:
State/County
Project
Collaboration

ENG-7: Improve
Pedestrian Signal
Timing

ENG-8: Accelerate
Sidewalk Building

ENG-9: Expand
Low-Stress Bicycle
Network

ENF-1: Establish
Collision Review
Team

ENF-2: Increase
Enforcement
Activities

ENF-3: Expand
Safety Camera
Use

ENF-4: Improve
Distracted Driving
Detection

ENF-5:
Collaboration with
Court System

TWO-YEAR ACTION PLAN – EDUCATION

EDU-1: Create
Comprehensive
Outreach Strategy

EDU-2: Expand
Safe Routes to
School Program

EDU-3: On-Bike
Education
Program for Kids

EDU-4: Fund Non-
Profit Outreach

EDU-5: Outreach
to County
Employees

EDU-6: Cross-
Departmental
Team Building

EDU-7: Raise
Awareness of
Sleep and Safety

EDU-8: Future
Technology Task
Force

EDU-9: Training in
the Community

TIM-1: Provide Prompt Emergency Medical Service

TIM-2: Devise Safe Incident Management Plan

TIM-3: Enhance Police Driver Training

TIM-4: Temporary Traffic Control Devices

TWO-YEAR ACTION PLAN – LAW, POLICY, AND ADVOCACY

LPA-1: Change Policies, Regulations, and Laws

LPA-2: Ensure Equity throughout Vision Zero Projects

LPA-3: Appoint Vision Zero Coordinator

LPA-4: Create Vision Zero Website

LPA-5: Create Vision Zero Feedback Map

LPA-6: Create Pedestrian Master Plan

LPA-7: Publish Collision Data

LPA-8: Improve Crash Data Collection

LPA-9: Establish Peer Learning Network

LPA-10: Review Existing Traffic Safety Programs

LPA-11: Work with Municipalities

LPA-12: Engage Outside Research Partners

LPA-13: Procure Safer Vehicles

LPA-14: Build the Ten-Year Action Plan



Community Pushback after Engineering Improvements

Los Angeles Times

L.A. reverses course on lane reductions that 'most people outright hated'

The Washington Post

The harsher penalties are part of Mayor Muriel E. Bowser’s “Vision Zero” strategy to eliminate traffic-related deaths by 2024. But the plan has drawn criticisms, with many motorists and advocates deriding the proposal as “arbitrary” and a “cash grab in the name of traffic safety.”

Tight Fiscal Environment



Montgomery County Must Revise Current Budget Due to Unexpected Revenue Shortfall

The operating budget is short nearly \$120 million

New County Executive and 3-4 New Council Members



Democratic Committee treasurer is 29th contender to file or declare candidacy in primary



Copy of Plan:

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

WHAT IS VISION ZERO?

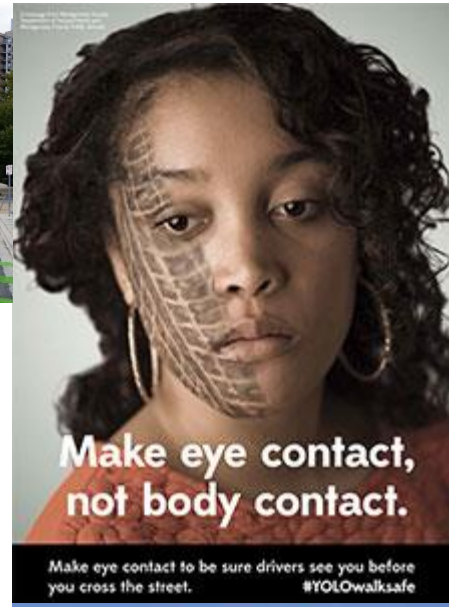
The Vision Zero concept was created in Sweden in 1997 and is widely credited for significant reductions in fatal and severe collisions on Sweden's roads, despite increased driving, biking, and transit use. Vision Zero came to the US in 2000 with Washington State adopting its *Target Zero* plan. In 2014, *New York City* became the first city to adopt Vision Zero, and the idea has since taken off. As of March 2017, Vision Zero has spread to 27 jurisdictions across the country. Vision Zero policies generally share six common principles:

Transportation-related deaths and severe injuries are preventable and unacceptable.

1. Transportation-related deaths and severe injuries are preventable and unacceptable.
2. Human life takes priority over mobility and other objectives of the road system. The road system should



@VisionZeroMC



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