

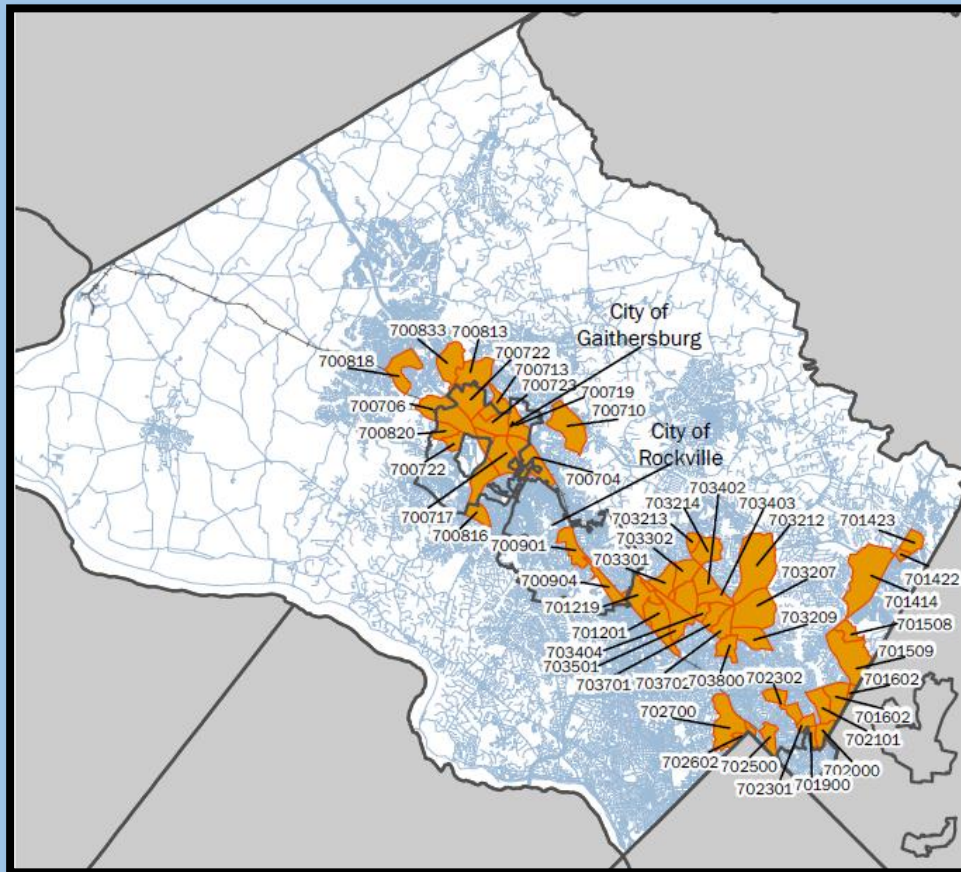


Vision Zero/Safety Studies/Ops/Signals

Montgomery County is one of the first county governments in the United States to initiate a Vision Zero plan. The County has put resources in place to eliminate serious and fatal collisions on County roads for vehicle occupants (drivers and passengers), pedestrians, and bicyclists by the end of 2030. <https://www.montgomerycountymd.gov/visionzero/action.html>

Vision Zero/Ped Safety

Equity
Emphasis
Areas



Safe Routes to School

VISION ZERO

Fiscal Years 2022-23 Work Plan

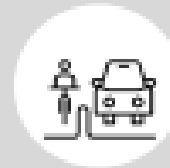


FY22-23 WORK PLAN

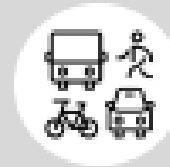
Supplemental version of work plan

This supplemental version of the County Fiscal Year (FY) 2022-23 work plan details the work assigned under each action item. Each action item and its associated tasks are given individual pages to provide easier navigation between the plan's 3 pillars (Complete Streets, Multimodal Future, and Culture of Safety) and the 45 action items.

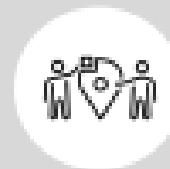
Under the Vision Zero 2030 Action Plan, work plans are updated every even (22, 24, 26) year to make continual progress on all 45 action items.



Complete Streets – create streets with frequent, protected crossings, adequate space accommodating those walking, biking, using assistive mobility devices, and roadway features to keep all vehicles traveling at safe speeds.



Multimodal Future – ensure that the design, construction, and operation of existing or new travel options do not create hazards and work to remove existing ones.



Culture of Safety - reduce risky behaviors such as speeding and impaired driving and grow protective behaviors such as wearing seatbelts.

S-4: Signal Timing and Phasing

Priority

Action Item Details

- **Action Item Description:** Where appropriate, modify signal phasing and timing to provide protection for all road users.
- **Lead:** Transportation, State Highway Admin.
- **Contributor:** N/A
- **Crash Reduction Factor:** 2
- **Accessibility Factor:** 3
- **Racial Equity & Social Justice Factor:** 2
- **Investment Factor:** 2
- **Why do this?:** 56% of serious and fatal injuries occurred at or related to intersections. Signal phasing changes, such as providing pedestrians 3-7 seconds to cross roadways before vehicles can turn can lower pedestrian-vehicle crashes by 13% at intersections.
- **Budget Sources:** [P507154](#) - Traffic Signals, [P500333](#) - Pedestrian Safety, [P507017](#) - Intersection and Spot Improvements.

Two Year Work Plan

- **FY22 Work Plan:**
 - Review and develop updated signal policy/guidelines for expansion of No Turn on Red, Lead Pedestrian Intervals, auto pedestrian recall, pedestrian/ vehicle detection equipment, overnight traffic signal flash operations, exclusive vs permissive phasing for left turns across more than two lanes, and priority corridors for new signals and beacons.
 - Signal phasing and timing changes along HIN corridors moving to construction in S-1.
- **FY23 Work Plan:**
 - Begin implementation of new signal policy.
 - Signal phasing and timing changes along HIN corridors moving to construction in S-1.

S-1: High Injury Network Projects

Action Item Details

- **Action Item Description:** 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
- **Crash Reduction Factor:** 3
- **Accessibility Factor:** 3
- **Racial Equity & Social Justice Factor:** 3
- **Investment Factor:** 3
- **Why Do This?:** Vision Zero requires a proactive approach to place limited resources in areas with the highest return on safety and equitable distribution compared to request-driven programming. Road safety audits can reduce crashes upwards of 60%.
- **Budget Sources:** [P500333](#) - Pedestrian Safety, [P507017](#) - Intersection and Spot Improvements. Grant opportunities - MWCOG Regional Safety Program (study and design only).

Two Year Work Plan

- **FY22 Work Plan:**
 - Studies: Aspen Hill (Georgia Ave from Hewitt Avenue to Bel Pre Road and Connecticut Avenue from Georgia Avenue to Independence Street), New Hampshire Avenue from Oakview Drive to Southampton Drive, 1 additional High Injury Network corridor.
 - Begin design: Randolph Rd from Colie Drive to Hunters Lane, Sam Eig Highway from end of I-370 to Diamondback Drive.
 - Begin construction: Shady Grove Rd from I-270 to Frederick Road (signal modifications), Crabbs Branch Way from Shady Grove Road to Indianola 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, Sam Eig Hwy from I-370 to Diamondback

Vision Zero/Safety Studies/Ops/Signals

HIN-CORRIDORS RECOMMENDATIONS

- Shady Grove Rd, Randolph Road, Bel Pre Road and Sam Eig Hwy
- Change E/P left turns to Exclusive -crossing more than 3 lanes of travel & AADT of 8500
 - Shady Grove Road- From I-270 to Mid County Highway Changed four E/P left turns to Exclusive
- Implement LPI
 - Implemented LPI at many HIN intersections
- Install Backplates
- Check Clearance Intervals

Vision Zero/Safety Studies/Ops/Signals

- Installed 18 Pedestrian Hybrid Beacons (PHB)
- 10 Pedestrian Hybrid Beacons under design (PHB)
- Installed 12 Rectangular Rapid Flashing Beacons includes MSHA (RRFB)
- 8 Pedestrian Flashing Beacons