

Vision Zero Action Item Progress Report

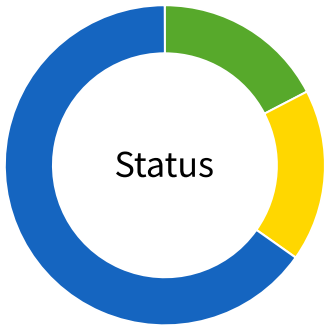
Vision Zero Action Plan

Jan 01, 2024 - Jun 30, 2024

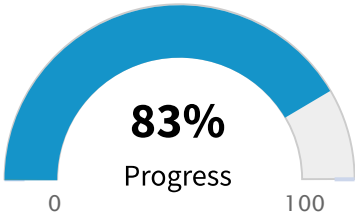
Report Created On: Jul 16, 2024

4	30	46
Action Area	Action Item	Objective

Overall Summary



	%
On-Schedule	17.39
Ongoing	17.39
Completed	65.22



Report Legend Priority No Update Overdue

Plan Summary

Action Area 1

Progress 89%

Owner: Bryan Barnett-Woods

Status

	%	#
On-Schedule	31.58	6
Ongoing	5.26	1
Completed	63.16	12

Action Area 1 - Engineering: Engineering focuses on the design, planning, and construction of transportation infrastructure with a safe systems approach, ensuring severe injuries and fatalities are not the result of human error.

Action Area 2

Progress 100%

Owner: Bryan Barnett-Woods

Status

	%	#
Completed	100.0	6

Action Area 2 - Enforcement: Enforcement encourages a culture of safety by utilizing evidence-based law enforcement and policies.

Action Area 3

Progress 58%

Owner: Bryan Barnett-Woods

Status

	%	#
Ongoing	55.56	5
Completed	44.44	4

Action Area 3 - Education: Education engages the public using a variety of outreach methods to instill safe behaviors and increase awareness of dangerous driving, biking, and walking behaviors.

Action Area 4

Progress 83%

Owner: Bryan Barnett-Woods

Status

	%	#
On-Schedule	16.67	2
Ongoing	16.67	2
Completed	66.67	8

Action Area 4 - Policy: Policy lays the foundation for the city's future vision zero initiatives and seeks to improve the way traffic safety is managed throughout the city by advocating for the vital tools to fully enact the Vision Zero strategy.

Action Area 1

Progress 89%

Action Area 1 - Engineering: Engineering focuses on the design, planning, and construction of transportation infrastructure with a safe systems approach, ensuring severe injuries and fatalities are not the result of human error.

	%	#
On-Schedule	31.58	6
Ongoing	5.26	1
Completed	63.16	12

Owner: Bryan Barnett-Woods

Action Item 1.1

Progress 100%

Plan Action 1 - Crash Analysis / Predictive Analysis: Undertake a detailed, citywide crash study to provide a comprehensive understanding of traffic crash causes, contributing factors, locations, and roadway characteristics. This study should identify the High Injury Network (HIN) as well as prioritize projects and provide the foundation for future Vision Zero initiatives.

	%	#
Completed	100.0	2

Owner: Bryan Barnett-Woods

Objective 1.1.1

Completed

Progress 100%

Complete the crash analysis and identify areas in the HIN.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:02

Staff completed an updated crash analysis, which uses crash data from January 2017 to December 2021. The initial crash analysis used data from 2016-2020. There are six roads in Rockville which are categorized as “High Injury Network” segments, which means there have been at least four fatal or serious injuries crashes (also known as Killed or Serious Injury, or KSI Crashes) along the segment over five years. This is the same criteria used by Montgomery County. The six street segments in Rockville’s High Injury Network are:

Roadway Name	# of KSI Crashes	From	To
Rockville Pike (MD 355)	14	Veirs Mill Road (MD 586)	Bouc Avenue
W. Montgomery Avenue (MD 28)	6	Research Boulevard	Mannakee Street
First Street/Norbeck Road (MD 28)	6	First Street Spur	Avery Road
Frederick Road (MD 355)	6	Ridgemont Avenue	Watkins Pond Boulevard
Veirs Mill Road (MD 386)	5	Rockville Pike (MD 355)	Twinbrook Parkway
N. Washington Street	4	Hungerford Drive (MD 355)	W. Jefferson Street (MD 28)

North Washington Street is the only city-maintained roadway included in the High Injury Network. DPW staff completed a complete streets project along the entire segment in 2023, adding separated bicycle lanes and on-street parking spaces.

Objective 1.1.2

Completed

Progress 100%

Identify projects to improve safety at areas in the HIN. Identify number of prioritized projects following the results of the crash analysis.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

Transportation staff uses the results from the "Vision Zero Crash Data Analysis" to identify priority roadway safety projects. These include intersection evaluations, studying and building new sidewalks, and evaluating and installing new bicycle facilities. Information collected from the data analysis is also used for various grant and external funding program applications. Examples include the Active Transportation Infrastructure Investment Program, Transportation Alternatives Program, and the Kim Lamphier Bikeways Network Program grant, among others.

The city's High Injury Network includes six road segments, Rockville Pike (MD 355), Frederick Road (MD 355), Veirs Mill Road (MD 586), E. Montgomery Avenue (MD 28), Norbeck Road (MD 28), and N. Washington Street. Only N. Washington Street is owned and maintained by the city. The complete streets improvements constructed along N. Washington Street are expected to reduce the number of crashes. Staff will evaluate the crashes along N. Washington Street in November 2024 to track changes over the course of a year.

Action Item 1.2

 Progress 98%

Plan Action 2 - Update City Road Design Standards: Review, revise, and develop roadway design standards and complete street guidelines utilizing road code and leading practices from groups such as National Association of City Transportation Officials (NACTO), Institute of Transportation Engineers (ITE), and American Association of State Highway Transportation Officials (AASHTO) for various right-of-way³ within the city. The review should prioritize reducing opportunities for high-speed collisions through physical separation, reducing motor vehicle speeds where separation cannot be achieved, and developing proper environmental countermeasures for all new and retrofitted right-of-way within the city.

	%	#
On-Schedule	50.0	1
Completed	50.0	1

Owner: Bryan Barnett-Woods

Objective 1.2.1

Completed

Progress 100%

Complete the review of the city's existing road design standards.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

Staff has reviewed the city's existing road design standards and has identified which standards need modification.

Objective 1.2.2

 On-Schedule

Progress 95%

Develop and publish new/revised road design standards utilizing best practices.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

The Department of Public Works Traffic and Transportation Division and the Engineering Division have updated new standard roadway sections for Arterial Road, Primary Industrial Road, Cul-de-Sac, and Residential Alley roadway classifications. These standards were shared with the DPW Director for approval. Comments have been received and the standards will be updated prior to final approval. Standards for the Business District Class I, Business District Class II, Primary Residential, and all three Secondary Residential streets have been updated and approved by the DPW Director.

Action Item 1.3

Progress 88%

Plan Action 3 - Review Transit Stops: Conduct a comprehensive review of transit stop locations and conditions to ensure safety and accessibility. Develop a program for reviewing the stops every 5 years.

	%	#
On-Schedule	50.0	1
Completed	50.0	1

Owner: Bryan Barnett-Woods

Objective 1.3.1

Completed

Progress 100%

Complete comprehensive review of transit stops per the findings of the crash analysis.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

As part of the most recent crash analysis, staff tracked serious injury and fatal crashes involving pedestrians or bicyclists that were within 100 feet of a bus stop. Staff also tracked the number of bus stops that are within 150 feet of a marked crosswalk. Proximity to a bus stop among other variables are considered when staff identify intersections to evaluate.

Objective 1.3.2

On-Schedule

Progress 75%

Evaluate the review process and develop a program for reviewing stops every five years.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

Crashes occurring near bus stops are taken into consideration when identifying Vision Zero intersection safety audits, sidewalk feasibility studies and construction, and other roadway safety improvements. Additionally, city staff recently completed new guidelines for installing marked crosswalks and proximity to a bus stop is included as a variable for consideration.

City staff will also continue to coordinate with MCDOT Ride On regarding bus stop improvements and relocation of bus stops, if appropriate.

Action Item 1.4

Progress 92%

Plan Action 4 - Evaluate Crossings and Unsignalized Intersections: Evaluate existing crossings and unsignalized intersections with safety as a priority. Crossings identified as high risk will be transformed first with improvements such as flashing beacons, etc. as applicable.

	%	#
On-Schedule	33.33	1
Completed	66.67	2

Owner: Bryan Barnett-Woods

Objective 1.4.1

Completed

Progress 100%

Develop a list of priority crossings and intersections for modification per the findings of the crash analysis including; Identify all high-risk crossings within the city and increase the percentage of safe crossings and intersections using the number of severe and fatal collisions at crossings and intersections.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

City staff prepared a list of all city-maintained intersections and tracked crashes that occurred at each intersection during the crash analysis. The city has developed a process to evaluate five intersections each fiscal year to identify roadway safety improvements and carry out those improvements in the subsequent fiscal year. Additionally, the city has shared a list of state-maintained intersections with MDOT SHA requesting a similar intersection safety audit and improvement process.

Lastly, the City was awarded a grant from the federal Safe Streets and Roads for All program which seeks to conduct intersection safety audits at 30 intersections in Rockville (20 state maintained and 10 city maintained). The intersections included in this project were identified in the Vision Zero crash analysis.

Objective 1.4.2

On-Schedule

Progress 75%

Apply best practices to improve safe crossings (such as bump-outs, medians, traffic control devices like paddles and rectangular rapid flashing beacons)

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

Each fiscal year, the city conducts Vision Zero intersection safety audits to identify and implement multi-modal roadway safety improvements at intersections which reported crash histories in Rockville.

The first round of Vision Zero intersection safety audits have been completed and the proposed improvements are nearly completed. This round included the following intersections:

- 1. Wootton Parkway and Fleet Street (unsignalized),
- 2. Edmonston Drive and Lewis Avenue (unsignalized),
- 3. Wootton Parkway and Seven Locks Road (signalized),
- 4. Wootton Parkway and Preserve Parkway (signalized), and
- 5. E. Gude Drive and Taft Court/Taft Street (signalized).

The second round of Vision Zero intersection safety audits is ongoing and includes the following intersections:

- 1. E. Jefferson Street and Rollins Avenue (signalized),
- 2. E. Gude Drive and Rothgeb Drive (signalized),
- 3. W. Gude Drive and Gaither Road (signalized),
- 4. W. Gude Drive and Piccard Drive (signalized), and
- 5. W. Gude Drive and Research Boulevard (signalized).

City staff will identify the round 3 intersections and begin their safety audit over the next quarter.

Objective 1.4.3

Completed

Progress 100%

Complete speed studies along all city owned and maintained roadways with posted speed limits at or above 40 MPH.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

City staff completed speed studies along all city-maintained streets in Rockville in March 2024. As a result, all city-maintained streets with a speed limit of 40 MPH were reduced to 35 MPH in April 2024. All city-maintained roadways have a posted speed limit of 35 MPH or below.

This study did not include state maintained roadways. In May 2024, MDOT SHA reduced the posted speed limit of Veirs Mill Road (MD 586) between Edmonston Drive and Twinbrook Parkway from 40 MPH to 35 MPH. MDOT SHA reduced the posted speed limit along Rockville Pike (MD 355) from 40 MPH to 35 MPH in 2022. City staff continues to coordinate with MDOT SHA to further reduce the posted speed limit on state maintained roadways in Rockville, including First Street (MD 28) and W. Montgomery Avenue (MD 28).

Action Item 1.5

 Progress 75%

State/Montgomery County/City Project Collaboration: Identify high injury areas where the city, Montgomery County and state can jointly implement safety improvement projects.

	%	#
Ongoing	50.0	1
Completed	50.0	1

Owner: Bryan Barnett-Woods

Objective 1.5.1



Ongoing

Progress 50%

Improve safety on roadways operated and maintained by SHA.

Owner: *Bryan Barnett-Woods*

Update provided by Bryan Barnett-Woods on Jul 10, 2024 16:41:16

Department of Public Works staff meets with MDOT SHA staff on quarterly basis to discuss improvements to state-maintained roadways and intersections.

City staff identified several state maintained intersections and requested MDOT SHA to conduct intersection safety audits and implement proposed improvements. The completed and pending improvements are listed below.

1. Rockville Pike and Halpine Road
 1. New continental crosswalks on all legs – Completed
 2. New "Turning Traffic Yield to Peds" signage – Pending
 3. Install No Turn on Red restrictions for westbound and eastbound right-turn movements – Pending
 4. Install right-turn overlap for westbound Halpine Rd - Pending
2. Rockville Pike and Redland Boulevard
 1. Repair south leg pedestrian pushbuttons – Completed
 2. New Continental Crosswalks – Completed
 3. New "Turning Traffic Yield to Peds" signage – Completed
 4. New "U-Turn Yield on Green" signage - Completed
3. Veirs Mill Road and Broadwood Drive
 1. Replace west leg crosswalk with continental crosswalk – Completed
 2. Restrict right turns on red - Pending
4. Norbeck Road and E. Gude Drive
 1. New continental crosswalks – Completed
 2. New dotted line extensions for double left and triple left turn movements – Completed
 3. Add lighting to existing utility poles on southwest corner near bus stop – Pending
 4. Reduce speed limit from 50 mph to 40 mph - Completed
5. First Street and Baltimore Road
 1. Reduce speed limit on Norbeck Road between Baltimore Road and Veirs Mill Road – Pending
6. Rockville Pike and Church Street/Monroe Place
 1. New Continental Crosswalks – Completed
 2. No Right Turn on Red - Pending
 3. New "Turning Traffic Yield to Peds" signage – Completed
 4. Flex Posts to channelize right turn - Completed
7. Rockville Pike and E. Middle Lane/Park Road
 1. Replace crosswalks with continental crosswalk markings – Completed
 2. Replace existing northeast corner street light with LED - Pending
8. Rockville Pike and King Farm Boulevard
 1. New Continental Crosswalks – Completed
 2. Add new street light to southeast corner - Pending
 3. Convert exclusive-permissive left-turn phasing to exclusive-only for northbound MD 355 - Pending
9. Rockville Pike and Rollins Avenue/Twinbrook Parkway
 1. New Continental Crosswalks – Completed
 2. New "Turning Traffic Yield to Peds" signage - Completed
10. Veirs Mill Road and Ardennes Avenue
 1. Install dotted line edge extension along eastbound MD 586 - Completed
11. Veirs Mill Road and Edmonston Drive
 1. New Continental Crosswalks – Completed
 2. Restrict right turns on red - MDOT OOTS approved, work order needs to be sent out
 3. Re locate pedestrian push button to more accessible location - Pending
12. Veirs Mill Road and Okinawa Avenue
 1. Remove curb cuts from sidewalk and center median - Pending
13. Veirs Mill Road and Twinbrook Parkway
 1. New signal ahead & advance street name on eastbound MD 586 - Completed
 2. New continental crosswalks on west and south legs - Completed
 3. Refresh westbound left arrow and double yellow line pavement markings - Completed

Objective 1.5.2

Completed

Continue to advocate for identified project areas on roadways operated and maintained by SHA.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

DPW staff hosts a quarterly coordination meeting with MDOT SHA District 3 staff and MCDOT staff. Staff request status updates of ongoing roadway safety projects on state roadways as well and submit new requests.

Action Item 1.6

 Progress 88%

Improve Traffic Signals: Complete a comprehensive review of the City’s traffic signals to ensure the use of the latest technology and standards to implement innovative pedestrian and bicycle signals (such as Lead Pedestrian Intervals (LPI) and Pedestrian Recall, etc.) to provide effective and safe crossings.

	%	#
On-Schedule	50.0	1
Completed	50.0	1

Owner: Bryan Barnett-Woods

Objective 1.6.1

Completed

Progress 100%

Complete a review of traffic signals per the findings of the crash analysis.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

To improve traffic signals, particularly at intersections with more frequent crashes, DPW staff developed an intersection safety audit and improvement process. This approach prioritizes city-maintained intersections based on the number of injury and fatal crashes.

Objective 1.6.2

On-Schedule

Progress 75%

Identify improvements and implement projects on signals owned/operated by the City and advocate for improvements on signals owned/operated by SHA/Montgomery County.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

The city conducts a Vision Zero intersection safety audit, which includes potential multimodal safety improvements for the prioritized intersections. This approach includes both signalized and unsignalized intersections. The audits and improvements for the round 1 intersections are completed and included the following signalized intersections (also listed above):

- 1. Wootton Parkway and Seven Locks Road (signalized),
- 2. Wootton Parkway and Preserve Parkway (signalized), and
- 3. E. Gude Drive and Taft Court/Taft Street (signalized).

The second round of Vision Zero intersection safety audits is ongoing and includes the following intersections:

- 1. E. Jefferson Street and Rollins Avenue (signalized),
- 2. E. Gude Drive and Rothgeb Drive (signalized),
- 3. W. Gude Drive and Gaither Road (signalized),
- 4. W. Gude Drive and Piccard Drive (signalized), and
- 5. W. Gude Drive and Research Boulevard (signalized).

City staff will identify the round 3 intersections and begin their safety audit over the next quarter.

City staff has also added leading pedestrian intervals at the following intersections:

- 1. Baltimore Road and Twinbrook Parkway,
- 2. Wootton Parkway and Wootton High School entrance,
- 3. Wootton Parkway and Greenplace Terrace,
- 4. Park Road and N. Stonestreet Avenue, and
- 5. Park Road and the Metro Station Entrance.

This is in addition to the following intersections:

- 1. E. Jefferson Street (MD 28) and Monroe Street,
- 2. E. Jefferson Street (MD 28) and Maryland Avenue,
- 3. E. Jefferson Street/W. Jefferson Street and (MD 28) and N. Washington Street,
- 4. N. Washington Street and E. Montgomery Avenue/Courthouse Square,
- 5. N. Washington Street and E. Middle Lane/W. Middle Lane,
- 6. N. Washington Street and Beall Avenue,
- 7. N. Washington Street and Dawson Avenue,
- 8. E. Middle Lane and Maryland Avenue, and
- 9. Fleet Street and Monore Street.

Action Item 1.7

Progress 88%

Accelerate Sidewalk Construction: Using the Sidewalk Prioritization Map as a guide, accelerate the sidewalk construction program with priority projects in the high injury network.

	%	#
On-Schedule	50.0	1
Completed	50.0	1

Owner: Bryan Barnett-Woods

Objective 1.7.1 Completed Progress 100%

Develop a list of high priority projects per the findings of the crash analysis.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

City staff considers crash data, the existing Sidewalk Prioritization Policy, and resident requests to identify sidewalk projects.

Objective 1.7.2

 On-Schedule

Progress 75%

Complete priority projects and expand the city’s bicycle network by providing additional sidewalk.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

City staff continues to carry out the sidewalk study-design-construction process to build more sidewalks in the city. Few of the existing missing sidewalk segments in the City are considered straightforward sidewalk projects with no, or limited, impacts and therefore sidewalk gaps require a feasibility study. While all sidewalk projects are technically feasible, the study helps determine whether a sidewalk can be constructed within reasonable costs, limited impacts to the surrounding area, and with public support.

This process allows the city to engage with the community, and evaluate the impacts and costs associated with sidewalk construction.

The Group 1 sidewalks were evaluated in 2023 are are currently being designed.

- 1. Frederick Avenue between N. Stonestreet Avenue and Westmore Avenue,
- 2. Highland Avenue between S. Stonestreet Avenue and Grandin Avenue,
- 3. Nelson Street between the shopping center entrance and Beall Avenue, and
- 4. Monroe Street between the New Mark Commons trail entrance and Dogwood Park.

There were two sidewalks in Group 1, which were not advanced to design.

- 1. Wood Lane between N. Adams Street and N. Washington Street, and
- 2. Reading Terrance between Grandin Avenue and S. Stonestreet Avenue.

The feasibility study for the Group 2 sidewalks has been completed.

- 1. Carr Avenue between Forest Avenue and Luckett Street,
- 2. Charles Street between McArthur Drive and the road terminus,
- 3. Croydon Avenue between Park Road and McArthur Drive,
- 4. Gail Avenue between Lewis Avenue and Veirs Mill Road, and
- 5. Woodland Road between Virginia Avenue and N. Horners Lane.

While this project has not been finalized, it is expected that the Carr Avenue, Charles Street, and Gail Avenue sidewalks will advance to the design phase, while the other two sidewalks will require further analysis.

The Twinbrook Safe Routes to School and Transit Accessibility Feasibility Study also included evaluation of seven sidewalk segments in the Twinbrook neighborhood. While this study will be completed in fall 2024, staff propose the following sidewalks advance to the design phase.

- 1. Brooke Drive between Lewis Avenue and Rockland Avenue,
- 2. Crawford Drive between Gail Avenue and Hillcrest Park,
- 3. Halsey Road between Henry Road and Ardennes Avenue,
- 4. Midway Avenue between Crawford Drive and Stillwell Road, and
- 5. Wade Avenue between Crawford Drive and Edmonston Drive.

There are two missing sidewalk segments that were evaluated and staff does not recommend that these advance to the design phase at this time.

- 1. Crawford Drive between Ardennes Avenue and Atlantic Avenue, and
- 2. Lemay Road between Ardennes Avenue and Vandegrift Avenue.

Action Item 1.8

Progress 100%

Create Pedestrian Master Plan: As proposed in the 2040 Comprehensive Plan, build on the existing Pedestrian Policies and Sidewalk Prioritization Map to complete a Pedestrian Master Plan for the city to address the unique issues faced by pedestrians and people with disabilities.

Completed	%	#
	100.0	2

Owner: Bryan Barnett-Woods

Objective 1.8.1

Completed

Progress 100%

Complete the review of the city’s existing pedestrian policies.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

Staff reviewed the City's policies and documents related to pedestrian safety. These policies, and potential updates to these policies, are referenced in the Pedestrian Master Plan as key action items.

Objective 1.8.2

Completed

Progress 100%

Conduct public outreach, communication to stakeholder groups (such as the Rockville Pedestrian Advocacy Committee) develop and approve the new pedestrian masterplan.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

The Mayor and Council adopted the City of Rockville’s first Pedestrian Master Plan in October 2023. This plan is the culmination of more than two and half year’s effort and collaboration with the Rockville Pedestrian Advocacy Committee (RPAC) among other city commissions and includes 46 action items for the city to carry out to improve the pedestrian environment and experience in Rockville. City staff has recently developed an implementation strategy, which will be finalized and shared with the Mayor and Council in the next quarter.

Action Item 1.9

 Progress 75%

Expand Network of Safe Bicycle Facilities: Using the Bikeway Master Plan as a guide, construct new bikeway facilities to create a safe, highly connected, convenient, and low-stress bicycling network.	On-Schedule	%	#
	Completed	50.0	1

Owner: Bryan Barnett-Woods

Objective 1.9.1

Completed

Progress 100%

Develop a list of high priority projects per the findings of the crash analysis, the guidelines of the Bikeway Masterplan and the consultation of stakeholder groups (such as the Rockville Bike Advisory Committee).

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

Coordinating with the Rockville Bicycle Advisory Committee, staff has developed a prioritized list of bike lane projects from the Bikeway Master Plan.

Objective 1.9.2

 On-Schedule

Progress 50%

Complete priority projects and expand the city’s bicycle network by providing additional linear feet of bicycle infrastructure.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

City staff completed the study and initial designs for bicycle facilities along Martins Lane between Mannakee Street and N. Washington Street. The study resulted in three options, which were shared with the public and the Rockville Bicycle Advisory Committee (RBAC). Comments from the public meeting and submitted afterward supported the shared use path option, which proposed an eight-to-ten-foot-wide shared use path along the north side (westbound) of the roadway, other comments opposed a bicycle facility and other supported an option for shared lane markings. RBAC supported designated bicycle lanes in both directions. In the near term, staff will advance a combination option that includes designated bicycle lanes between Mannakee Street and the main entrance to the Rockville Swim and Fitness Center (RSFC) and shared lane markings between RSFC and N. Washington Street. In the long term, staff will prepare designs for the shared use path option that can be used as a future capital improvement project if budget resources permit. This study and design project was funded by a Kim Lamphier Maryland Bikeways Network grant. The final report is posted on the city's Vision Zero projects webpage.

The city also recently completed the Mannakee Street Complete Streets Study. This study evaluated Mannakee Street between W. Montgomery Avenue (MD 28) and Hungerford Drive (MD 355) to identify opportunities to improve multimodal transportation and safety along the corridor. The identified three approaches to provide transportation facilities on Mannakee Street. These options included traffic calming measures with shared roadways, designated bicycle lanes, and separated bicycle facilities with a short segment of shared use path along Welsh Park. Staff has already implemented a recommended improvement at the intersection of Mannakee Street and Smallwood Road to encourage motorists to better yield to pedestrians and to not park near the existing marked crosswalks. Staff will further evaluate the proposed improvements and identify improvements to include as part of the upcoming Mannakee Street roadway pavement project. The final report is posted on the city's Vision Zero projects webpage.

The Beall Avenue Complete Streets project is underway and a new roadway design for Beall Avenue between Hungerford Drive (MD 355) and N. Washington Street is complete. This new design will repurpose two travel lanes to provide protected and separated bicycle lanes, additional on-street parking spaces, additional loading space, a larger bus boarding and alighting area, and space for the upcoming Bloomberg Philanthropies Asphalt Art project.

It is expected that this section of Beall Avenue will be repaved in early fall and the new design will be added afterwards. The artwork is a separate project, but it is expected it will be added after the roadway improvements are completed.

Action Area 2

Progress 100%

Action Area 2 - Enforcement: Enforcement encourages a culture of safety by utilizing evidence-based law enforcement and policies.		%	#
	Completed	100.0	6

Owner: Bryan Barnett-Woods

Action Item 2.1

Progress 100%

Increase Enforcement Activities: Increase enforcement of distracted, impaired, occupant protection, and aggressive driving behaviors, as well as violations of pedestrian and bicycle safety laws. Enforcement activities should concentrate in the high injury network, during peak seasons, and specific times of day. Enforcement should be performed in conjunction with education campaigns.		%	#
	Completed	100.0	1

Owner: Bryan Barnett-Woods

Objective 2.1.1

Completed

Develop the list of high incident areas for collisions and violations associated with the crashes. Use multiple enforcement techniques to target and change behavior. The efforts will be ongoing and reevaluated when new crashes occur to ensure we continue to use resources in the most effective and impactful manner.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Jan 17, 2024 20:36:06

The Rockville City Police Department (RCPD) continues to enforce traffic safety alongside other enforcement activities. RCPD has added another officer to the Traffic Unit and patrol officers continue to enforce traffic laws while working their shifts. RCPD officers respond to traffic enforcements requests from the public and other city departments. DPW staff will forward traffic safety requests when residents or visitors indicate people not yielding or following traffic laws in specific areas. This is an initial response before infrastructure changes are considered.

Action Item 2.2

Progress 100%

Explore Expanding Automated Enforcement: Increase the use of automated enforcement to address excessive speed and red-light violations if determined to be feasible in next contract with vendor.

Completed

%
100.0

1

Owner: Bryan Barnett-Woods

Objective 2.2.1

Completed

Both speed and red-light cameras are a part of the ongoing and continued efforts at promoting safe driving in the City. These efforts will include maximizing the impact to driver behavior through placement of existing portable speed cameras in line with violation and crash data while ensuring the location is in compliance with legal statues. When a new contract is executed with the vendor RCPD will explore the feasibility of increasing the number of automated devices to deployed at more locations allowing for greater impact on driving behavior and promoting safe driving.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

Under the new automated enforcement contract, all speed and red light cameras in the City have been replaced with newer equipment. There are seventeen speed monitoring systems and ten red-light monitoring systems in the city. For speed monitoring there are 10 portable camera units, 6 fixed pole units, and 1 mobile van. There are ten red light cameras. RCPD staff attended the June Transportation and Mobility Commission meeting to discuss red light cameras. Data collected from automated enforcement cameras, including the number of tickets issued per month and camera location are shared with Public Works staff and used to evaluate roadway safety projects.

Action Item 2.3

Progress 100%

Expand Traffic Law Enforcement and Distracted Driving Detection Program: Expand existing traffic focused programs, such as usage of decoy police officers/vehicles and speed indicator radars. Increase diverse methods used to assist with aggressive and distracted driving enforcement.

Completed

%
100.0

1

Owner: Bryan Barnett-Woods

Objective 2.3.1

Completed

Develop the list of high incident areas for collisions and violations associated with the crashes. Use multiple enforcement techniques to target and change behavior. The efforts will be ongoing and reevaluated when new crashes occur to ensure we continue to use resources in the most effective and impactful manner.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Jan 17, 2024 20:42:09

The RCPD Traffic Unit continues to focus enforcement efforts along roadway stretches where speeding or unsafe driving commonly occur. Moreover, RCPD continues to receive grants related to Impaired, Aggressive, and Distracted Driving enforcement for additional traffic related details. Additionally, RCPD receives enforcement requests from members of the public and DPW staff related to additional traffic enforcement for specific streets in the City. These streets are added to the locations for additional traffic enforcement.

Action Item 2.4

Progress 100%

Collaboration with Court System: When possible and practical, inform judicial system regarding high visibility enforcement and its connection to traffic safety. For violations that occur in High Injury Network (HIN) or other safety-sensitive areas, request the imposition of more stringent penalties so enforcement actions are supported and reinforced.

%	#
Completed	100.0 1

Owner: Bryan Barnett-Woods

Objective 2.4.1

Completed

Initial education of the judicial system to the Vision Zero efforts has already occurred. As cases go to court, officers will ensure that judges are aware of violations occurring in high incident areas prior to imposing a sanction for the violation.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

Initial education of the judicial system regarding Vision Zero has already occurred. RCPD continues to notify judges when violations occur in high incident areas.

Action Item 2.5

Progress 100%

Enhance Police Driver Training: Develop a strategy for identifying employees in need of remedial training and provide additional hours of a driver training program.

%	#
Completed	100.0 1

Owner: Bryan Barnett-Woods

Objective 2.5.1

Completed

While not currently an issue for the Police Department, will monitor for any severe or fatal collisions involving police vehicles and continue to identify and provide remedial drivers training as needed.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

The department continues to promote to employees the importance of modeling safe driving and pedestrian behavior. Every employee-involved collision is reviewed to include an assessment of previous incidents if they exist. As applicable, employees are required to attend appropriate remedial driver training.

Action Item 2.6

Progress 100%

Temporary Traffic Control Devices: Provide the Police Department with additional temporary traffic controls (e.g. portable stop signs / traffic cones) and suitable training to deploy these devices during emergency responses, traffic details and other events.	Completed	% 100.0	# 1
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Owner: Bryan Barnett-Woods

Objective 2.6.1

Completed

Procure additional temporary traffic control devices as they are identified as being needed. Continue to partner with the County and State when additional devices are needed at crash scenes. This increased visibility and direction at incidents on the streets will reduce the number of severe or fatal collisions occurring on the roadway impacted by an unexpected event.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

RCPD currently has portable stop signs, barricades and cones available to aid in traffic control as necessary. RCPD uses these tools to direct traffic during crash incidents or other events.

Action Area 3

 Progress 58%

Action Area 3 - Education: Education engages the public using a variety of outreach methods to instill safe behaviors and increase awareness of dangerous driving, biking, and walking behaviors.	Ongoing Completed	% 55.56 44.44	# 5 4
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Owner: Bryan Barnett-Woods

Action Item 3.1

Progress 100%

Create Comprehensive Outreach Strategy: Develop a communication and outreach strategy to share the city's Vision Zero goals with Rockville's entire population. Outreach strategies should reflect the needs of Rockville's culturally diverse population. Provide outreach for specific groups most at risk4 of being involved in a severe or fatal collision per the results of the data analysis.	Completed	% 100.0	# 2
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Owner: Bryan Barnett-Woods

Objective 3.1.1

Completed

Progress 100%

Create a comprehensive outreach strategy for the general population.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

The Public Information Office regularly shares Vision Zero information with the public through Rockville 11, Rockville Reports, and the city's multiple social media channels. Additionally, PIO has designed and printed a new Vision Zero banner that city staff will use at events such as Bike-to-Work-Day.

More over, city staff are available to attend and present at regularly scheduled community meetings. So far city staff have spoken to the following groups about the city's Vision Zero program.

- East Rockville Civic Association
- Twinbrook Community Association
- Lincoln Park Civic Association
- Rockville Town Center residents
- Main Street - Rockville

City staff also regularly provide updates to the Rockville Transportation and Mobility Commission, the Rockville Bicycle Advisory Committee, and the Rockville Pedestrian Advocacy Committee regarding Vision Zero projects and plans.

Lastly, the city's Vision Zero webpage and Vision Zero projects webpage includes information about ongoing and recently completed transportation safety projects.

Objective 3.1.2

Completed

Progress 100%

Evaluate the effectiveness of out outreach efforts and create a communication strategy targeting specific groups per the findings of the crash analysis.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

Between January 1 and June 30, 2024, the PIO shared 84 safety tips for Vision Zero, updates on related projects, funding, and amplifying MCDOT and WAMTA events, surveys, and outreach. This included 32 Twitter posts, 38 Facebook posts, and 14 Instagram posts.

These 84 posts had and average 565 unique viewers per post, i.e. 565 people saw each of the posts.

The city's website has two Vision Zero related webpages, a general introduction webpage to the Vision Zero program and a more specific sub-page for Vision Zero projects. Between January 1 and June 30, 2024, 466 people viewed the Vision Zero general page and 419 people viewed the Vision Zero projects webpage.

Additionally, there were five Vision Zero related articles posted to the online Rockville Reports between January 1 and June 30, 2024. Combined, these articles were viewed 241 times.

Action Item 3.2

 Progress 25%

Join Montgomery County on Safe Routes to School Activities: Join Montgomery County on the expansion of Safe Routes to School (SRTS) activities to all schools within Rockville and comprehensive traffic safety education for pedestrian, bicycle, and driver safety at appropriate ages.

	%	#
Ongoing	100.0	2

Owner: Bryan Barnett-Woods

Objective 3.2.1

Ongoing

Progress 50%

Join Montgomery County by developing a collaboration agreement with Montgomery County and MCPS.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

The City of Rockville supports schools participating in Bike to School Day in May and in Walk to School Day in October. The city provides flyers and free giveaways for students to participating schools. RCPD also provides traffic officers to help students cross major streets. In May, Ritchie Park and Beall elementary schools hosted Bike to School Day events. Over 100 students participated at these schools.

Objective 3.2.2

Ongoing

Progress 0%

Evaluate the effectiveness of our outreach efforts, reevaluate actions per the findings of the crash analysis, and continue to coordinate with Montgomery County and Montgomery County Public Schools (MCPS).

Owner: Bryan Barnett-Woods

Update provided by Dave Gottesman on Aug 01, 2023 04:00:01

The City encourages students to share their experiences on the Vision Zero survey. Students can receive a community service hour for completing the survey.

Action Item 3.3

Progress 13%

Join Montgomery County on On-bike Education Programs for Kids: Join Montgomery County in establishing an on-bike education program to teach bike safety skills to all school aged children.	Ongoing	% 100.0	# 2
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Owner: Bryan Barnett-Woods

Objective 3.3.1

Ongoing

Progress 25%

Join Montgomery County by developing a collaboration agreement with Montgomery County and MCPS.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

In coordination with RBAC, the City has sought to provide on-bike education for children participating in the Recreation and Parks Department after school programs. The Washington Area Bicycle Association provides a “train the trainers” program for learning how to ride bicycles.

Objective 3.3.2

Ongoing

Progress 0%

Evaluate the effectiveness of our outreach efforts, reevaluate actions per the findings of the crash analysis, and continue to coordinate with Montgomery County and Montgomery County Public Schools (MCPS).

Owner: Bryan Barnett-Woods

Update provided by Dave Gottesman on Aug 01, 2023 04:00:01

Staff will continue to look into opportunities to promote on-bike education activities and biking related events, such as Bike to School Day, for school-aged children.

Action Item 3.4

Progress 100%

Safety Awareness Training for City Employees: Educate key staff in Human Resources Department, Department of Public Works, Rockville City Police Department (RCPD), Recreation and Parks Department on the fundamentals of Vision Zero. These fundamentals should be passed down to frontline employees through training sessions, to make them aware of Vision Zero in order to build a culture of safety and accountability.

Completed

%	#
100.0	1

Owner: Bryan Barnett-Woods

Objective 3.4.1

Completed

Progress 100%

Develop education materials and provide information to city staff.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

Staff coordinated with HR to distribute materials to new employees so that they understand the City's commitment during orientation. HR staff has also provided special training ("Toolbox Talks") to members of Public Works who spend much of their time in the field.

Action Item 3.5

Progress 75%

Training in the Community: Identify major employers, TDM programs, civic associations, 55+ centers and living facilities, religious institutions, HOAs, PTA's and other community stakeholders to receive Vision Zero training and messaging. Training materials, messaging and strategies should be flexible so they can be utilized by a variety of cultures and community groups.

Ongoing

Completed

%	#
50.0	1
50.0	1

Owner: Bryan Barnett-Woods

Objective 3.5.1

Completed

Progress 100%

Create outreach materials and identify community partners.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

DPW participates in the annual Bike to Work Day event at two "pitstops" in Rockville at the Thomas Farm Community Center and the at the Rockville Town Center. The provides bicycle maps, giveaways, bicycle lights, and transportation safety information to all participants.

Vision Zero resources, including a fact sheet and tips for safe walking, rolling, bicycling, and driving are available on the city's website.

Objective 3.5.2

Ongoing

Progress 50%

Evaluate the effectiveness of our outreach efforts and reevaluate actions per the findings of the crash analysis.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

This year, there were 189 people registered for the Thomas Farm Community Farm Bike to Work Day pitstop and 221 people registered for the Rockville Town Center pitstop. This is consistent with the number of registered participants last year, 180 and 257, respectively.

Action Area 4

Progress 83%

Action Area 4 - Policy: Policy lays the foundation for the city’s future vision zero initiatives and seeks to improve the way traffic safety is managed throughout the city by advocating for the vital tools to fully enact the Vision Zero strategy.

	%	#
On-Schedule	16.67	2
Ongoing	16.67	2
Completed	66.67	8

Owner: Bryan Barnett-Woods

Action Item 4.1

Progress 100%

Appoint Vision Zero Coordinator: Appoint a Vision Zero Coordinator to oversee implementation of this plan and champion Vision Zero throughout the city.

	%	#
Completed	100.0	1

Owner: Bryan Barnett-Woods

Objective 4.1.1

Completed

Serve as an initial point of contact and overseer of action item implementation.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

The Department of Public Works Traffic and Transportation Division hired a Pedestrian and Bicycle Coordinator in 2019, in 2020 their responsibilities expanded to include Vision Zero Coordination. After a vacancy, this position was refilled in 2021.

Action Item 4.2

Progress 100%

Establish a Cross-Departmental Vision Zero Task Force: Create opportunities for communication across departments participating in Vision Zero. Work towards implementing Vision Zero Action items. This task force will also review each serious injury and fatal crash (within the City of Rockville) as soon as possible after the event to identify potential actions the city can take to address safety issues. The task force will also appoint a liaison to Montgomery County’s Collision Review Team.

	%	#
Completed	100.0	1

Owner: Bryan Barnett-Woods

Objective 4.2.1Completed

Provide coordination among city departments while implementing action items.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

The city has established a Vision Zero Task Force which includes representatives from the following departments and divisions: Rockville City Police Department, Department of Public Works, Department of Recreation and Parks, and the Rockville Public Information Office.

The Vision Zero Task Force meets quarterly to discuss status updates of the Vision Zero Action Items. Additionally, after a fatal crash, this task force coordinates to carry out a Vision Zero Post Crash Inspection. The Montgomery County Police Department Collision Reconstruction Unit conducts the crash investigation and prepares the report. However, this process can take several weeks. The Vision Zero Post Crash Inspection allows city staff to inspect the location of the crash to ensure that street pavement, concrete, streetlights, pavement markings and signals are not deficient.

Action Item 4.3Progress 75%

Change Policies, Regulations, and Laws: Identify city, Montgomery County and state laws, policies, and regulations that are hindering the city’s progress towards Vision Zero and develop strategies to update them. Emphasis should be on laws that allow for innovative engineering and ability to lower speed limits to align with leading Vision Zero practices. Collaborate with Montgomery County’s Vision Zero Steering Committee.

%	#
100.0	1

Owner: Bryan Barnett-Woods

Objective 4.3.1On-ScheduleProgress 75%

Review existing laws, policies, and regulations and identify specific changes per the findings of the crash analysis.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

DPW staff have reviewed the Sidewalk Prioritization Policy, Complete Streets Policy, Comprehensive Transportation Review, and Synthesis of Sidewalk Policies. Recommendations to update these policies are included as key action items in the recently approved Pedestrian Master Plan.

Staff has initiated the process to update the Comprehensive Transportation Review. In addition to being included in the Pedestrian Master Plan, the Transportation and Mobility Commission have recommended that this policy be updated.

Moreover, staff has recently developed new guidelines for installing marked crosswalks in the city. These guidelines were developed through a Metropolitan Washington Council of Governments Regional Roadway Safety Program project. These guidelines better identify the surrounding context for proposed crossing locations and will be used by staff to evaluate new crosswalk requests.

Action Item 4.4Progress 100%

Ensure Fairness and Equality throughout Vision Zero Projects: Work with community to ensure that Vision Zero strategies, approaches, messaging and projects prioritize safety, ensures fairness and are distributed equally and equitably among a variety of diverse stakeholders.

%	#
100.0	1

Owner: Bryan Barnett-Woods

Objective 4.4.1

Completed

Review all Vision Zero projects and strategies during the entirety of implementation to ensure fairness and equality are met.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

Staff continues to carry out action items through the lens of equity and fairness. This includes assessing the needs of all people traveling different modes and providing an opportunity for people to achieve equal outcomes and not only be provided equal opportunities to travel safely.

Action Item 4.5

Progress 100%

Create Vision Zero Webpage: Create a Vision Zero webpage that contains Vision Zero related information including tracking information for action items.

Completed

%100.0

#1

Owner: Bryan Barnett-Woods

Objective 4.5.1

Completed

Progress 100%

Finalize the design of the Vision Zero webpage.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

A web page for the City’s Vision Zero program is published on the City’s website. The webpage includes a link to the Vision Zero Action Plan document, recently completed and ongoing transportation projects, crash data resources, and past progress reports. The “Near-Miss” questionnaire was added in December 2021 to solicit responses from residents and visitors who have experienced a near-miss incident. Additionally, the most recent Vision Zero update, timeline, and progress charts have been added.

The PIO created a Vision Zero projects sub-page within the Vision Zero webpage. This helps organize the web page so that information is more accessible to the webpage visitors.

Action Item 4.6

Progress 100%

Publish Collision Data: Collaborate with Montgomery County to publish collision data on the city’s Vision Zero webpage and distilling data for easier consumption and analysis by the public.

Completed

%100.0

#1

Owner: Bryan Barnett-Woods

Objective 4.6.1

Completed

Publish crash data findings and analysis on the city’s Vision Zero webpage upon the completion of the crash data analysis.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

The Maryland State Police provide access to the Automated Crash Reporting System (ACRS), which collected crash reports from all police departments in Maryland. Each week, Montgomery County shares ACRS data on its open data portal, Data Montgomery. The city’s Vision Zero website includes a link to this data.

Action Item 4.7

Progress 75%

Improve Crash Data Collection: Improve collision data collection by the city through collaboration with Montgomery County and SHA.

	%	#
Ongoing	50.0	1
Completed	50.0	1

Owner: Bryan Barnett-Woods

Objective 4.7.1

Completed

Progress 100%

Review crash data collection following the initial crash analysis.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Jul 16, 2024 15:35:09

Staff examined and followed the methodology of the County’s crash data set and thresholds for establishing the High Injury Network. This data collection is based on the state ACRS data. While this data only includes reported crashes and incidents, it provides a uniform baseline of crashes valuable for comparing crash data over time. When city staff identify missing elements in the crash data, they notify the appropriate agencies to ensure that the data is updated accordingly.

Objective 4.7.2

Ongoing

Progress 50%

Provide initial outreach with Montgomery County, and continue coordination throughout data collection.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

DPW staff coordinates with MCDOT to receive additional crash data from the County when crashes occur within the walkshed of a school and includes students walking to or from school. This information will be highlighted as part of any future crash analyses.

Action Item 4.8

Progress 0%

Coordinate with Peer Learning Opportunities: Collaborate with Montgomery County to establish links with peer Vision Zero communities to create a shared learning community.

	%	#
Ongoing	100.0	1

Owner: Bryan Barnett-Woods

Objective 4.8.1

 Ongoing

Provide initial outreach to other Vision Zero Communities and organizations.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

Staff continues to coordinate with Montgomery County and Maryland Department of Transportation on Vision Zero actions item through their Vision Zero Coordinator and during the quarterly coordination meetings. Staff also attends the Montgomery County Vision Zero partners meetings. These meetings are an opportunity to share best practices, request transportation improvements of other agencies, and to partner on larger safety projects or grants.

Staff also attends the MWCOG Bicycle and Pedestrian Subcommittee, Car Free Day Subcommittee, and the Bike-to-Work-Day Subcommittee, which all provide ideas and opportunities to promote safe walking and bicycling.

Lastly, staff regularly participates in continuing education opportunities to learn about evolving best practices for traffic safety and management, new programs to fund infrastructure improvements, and how to best incorporate equity in transportation decisions, among other learning opportunities. Staff attended the Maryland Highway Safety Summit in May and the MDOT SHA "Safe Systems Approach" roadway analysis training in June.

Action Item 4.9

 Progress 88%

Coordinate with Peer Learning Opportunities: The review is the first step in bringing the city’s existing traffic safety programs and policies in line with Vision Zero goals and principles.

	%	#
On-Schedule	50.0	1
Completed	50.0	1

Owner: Bryan Barnett-Woods

Objective 4.9.1

CompletedProgress 100%

Complete the review of the city’s existing traffic safety programs and policies per the findings of the crash analysis.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:02

City staff reviewed several of the City’s ongoing traffic safety programs and policies to identify where additional improvements could be made. Staff will update the Sidewalk Prioritization Policy, Complete Streets Policy, Comprehensive Traffic Review, and Synthesis of Sidewalk Policies as part of the Pedestrian Master Plan implementation.

Objective 4.9.2

 On-ScheduleProgress 75%

Identify and prioritize specific changes.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

DPW is currently engaged in updating the Comprehensive Transportation Review and recently created new crosswalk implementation guidelines.

Action Item 4.10

Progress 100%

Procure Safer Vehicles: Adopt new vehicle fleet purchasing policy to include purchasing specifications for crash avoidance systems, side and under-run guards, mirrors and lighting.

Completed

%

#

100.0

1

Owner: Bryan Barnett-Woods

Objective 4.10.1

Completed

Progress 100%

Adopt new fleet purchasing policy.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

The city’s annual budget was updated in FY 2023 to include the following, “The Fleet Services Division is responsible for ensuring that vehicles acquired are equipped with available features intended to enhance safety for motorists, pedestrians, and bicyclists in accordance with the Vision Zero Action Plan.” The Fleet Services Division works to ensure that all vehicles ordered has all available safety features installed.