



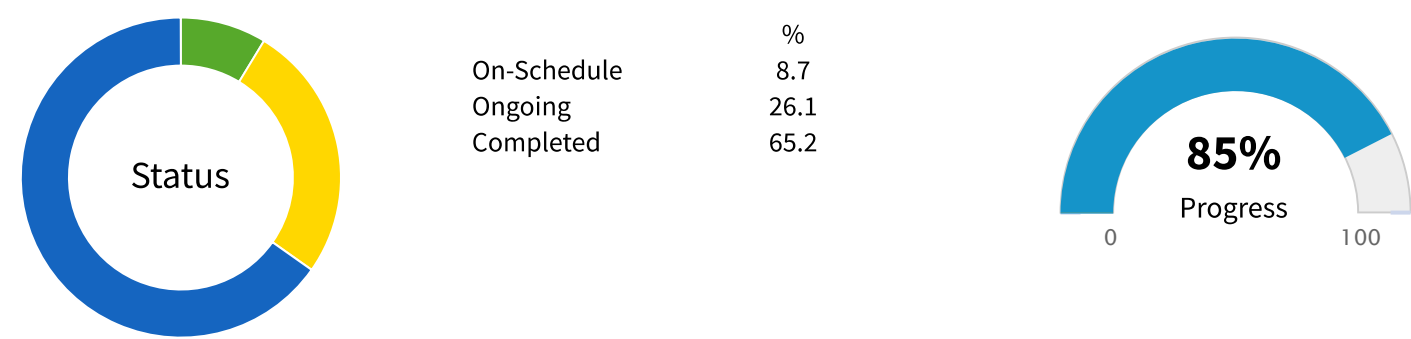
Action Item progress report

Vision Zero Action Plan

Report Created On: Jan 22, 2025

4	30	46
Action Area	Action Item	Objective

Overall Summary



Report Legend  Priority  No Update  Overdue

Plan Summary

Action Area 1

Progress 92%

Owner: Bryan Barnett-Woods

Status

	%	#
On-Schedule	21.05	4
Ongoing	15.79	3
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 64%

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

	%	#
Ongoing	33.33	4
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

 Ongoing - Ongoing

Progress 92%

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	21.05	4
Ongoing	15.79	3
Completed	63.16	12

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Action Item 1.1

Oct 15, 2018 - Jul 01, 2022

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

Safe and Livable Neighborhoods

Objective 1.1.1

Oct 15, 2018 - Jul 01, 2021

Completed

Progress 100%

Complete the crash analysis and identify areas in the HIN.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Jan 15, 2025 21:01:15

Staff completed an updated crash analysis, which uses crash data from January 2017 to December 2021. 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	# of KSI Crashes	From	To
Rockville Pike (MD 355)	14	Veirs Mill Road (MD 586)	Bouic 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 586)	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. Staff will prepare a new High Injury Network using 2021 - 2025 crashes at the end of 2025.

In 2024, there was one fatal crash and fifteen serious injury crashes. All crashes involved at least one motorist, the fatal crash involved a pedestrian. Among the serious injury crashes, five crashes involved pedestrians or bicyclists and the remaining ten crashes involved only motor vehicles.

While there were three more serious injury crashes in Rockville in 2024 than in 2023, there were two fewer fatal crashes. The following table shows the number of fatal and serious injury crashes in Rockville for 2015 - 2024.

Year	Fatal	Serious Injury
2015	1	12
2016	1	16
2017	3	12
2018	5	16
2019	3	16
2020	2	12
2021	1	12
2022	3	13
2023	3	11
2024	1	15

In 2024, there were 841 total reported crashes in Rockville. This includes all modes and all fatal, injury, and property damage crashes. In 2023 there were 857 total crashes and in2022 there were 810 total crashes. Between 2015 and 2024 there is an average of 870 reported crashes per year.

Objective 1.1.2

Oct 15, 2018 - Jul 01, 2022

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

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

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.

Action Item 1.2

 Oct 15, 2018 - Jul 01, 2023

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 rights-of-way 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

Safe and Livable Neighborhoods

Objective 1.2.1

Oct 15, 2018 - Jul 01, 2021

Completed

Progress 100%

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

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

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



Oct 15, 2018 - Jul 01, 2023

On-Schedule

Progress 95%

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

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

City staff has prepared new roadways standards for the following roadway classifications:

- Arterial Roads
- Primary Industrial Roads
- Secondary Industrial Roads
- Cul-de-sac Roads
- Residential Alleyways
- Business District Roads Class I
- Business District Roads Class II
- Street Tree Plantings

These standards have been shared internally with Department of Public Works staff for review and final comment.

Action Item 1.3



Ongoing - Jul 01, 2022

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

Safe and Livable Neighborhoods

Objective 1.3.1

Ongoing - Jul 01, 2022

Completed

Progress 100%

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

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

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



Ongoing - Jul 01, 2022

On-Schedule

Progress 75%

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

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

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



Oct 15, 2018 - Jan 01, 2025

Progress 93%

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.

	%	#
Ongoing	33.33	1
Completed	66.67	2

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

Staff continues to implement an ongoing unsignalized intersection and pedestrian crossing improvement program. This program follows three primary steps which take place over multiple years. The steps are to: conduct a safety audit of the identified intersection, prepare engineering design plans for proposed safety improvements, and construct the improvements.

Objective 1.4.1



Oct 15, 2018 - Jul 01, 2022

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



Oct 15, 2018 - Jul 01, 2023

Ongoing

Progress 80%

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

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

The status of ongoing unsignalized intersection and crossing improvements are as follows.

Round 1 Intersections and Crossings

- Edmonston Drive and Lewis Avenue - Complete
- Fleet Street and Wootton Parkway - Complete

Round 2 Intersections and Crossings

- N/A - all Round 2 Intersections are signalized

Other intersection improvements

- Edmonston Drive and Crawford Drive - Construction anticipated fall 2025
- Mannakee Street and Smallwood Road - Design ongoing, construction anticipated summer 2025
- Manakee Street and Carr Avenue - Construction anticipated summer 2025
- Monroe Street and Cabin John Parkway - Construction anticipated summer 2025
- Twinbrook Parkway and Meadow Hall Drive - Design ongoing, construction anticipated summer 2025

City staff also completed new guidelines for installing marked crosswalks in September 2024. Since using the new guidelines new marked crosswalks have been approved for the following locations.

- Crabb Avenue and Longwood Drive
- Cabin John Parkway and Lynfield Drive
- Cabin John Parkway and Blandford Street
- First Street and Lynn Court

Staff also completed the Twinbrook Safe Routes to School and Transit Accessibility Study, which included intersection safety audits of seven intersections in the Twinbrook neighborhood. Six of those intersections are unsignalized. Improvements will be implemented at the following intersections this year.

- Lemay Road and Ridgway Avenue
- Ardennes Avenue and Wainwright Avenue
- Ardennes Avenue and Ridgway Avenue

The following intersections will advance to implementation in a future fiscal year.

- Ardennes Avenue and Crawford Drive
- Ardennes Avenue and Halpine Road
- Ardennes Avenue and Halsey Road
- Chapman Avenue and Bouic Avenue

Objective 1.4.3

Jan 17, 2024 - Jan 01, 2025

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

Safe and Livable Neighborhoods

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

 Ongoing - Ongoing

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

Safe and Livable Neighborhoods

Objective 1.5.1

 Ongoing - Jul 01, 2022

Ongoing

Progress 50%

Improve safety on roadways operated and maintained by SHA.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Jan 15, 2025 17:30:55

Department of Public Works staff meets with MDOT SHA and MCDOT staff on a quarterly basis to discuss improvements to state-maintained roadways and intersections. The next coordination meeting will be in February 2025.

In December 2024, MDOT SHA approved a speed limit reduction request along First Street (MD 28) between Baltimore Road and Veirs Mill Road (MD 586). The speed limit will be reduced to 35 MPH from 40 MPH. This request was submitted to MDOT SHA in 2022 and city staff requested a second analysis for the speed reduction after the first request was rejected. City staff expect the new speed limit signs to be installed by March 2025. Once the signs are installed, all of MD 28 between Avery Road and I-270 will be 35 MPH or below.

Objective 1.5.2

Ongoing - OngoingCompleted

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

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

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

 Oct 15, 2018 - Jul 01, 2023Progress 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.

	%	#
Ongoing	50.0	1
Completed	50.0	1

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

Staff continues to implement an ongoing signalized intersection improvement program. This program follows three primary steps which take place over multiple years. The steps are to: conduct a safety audit of the identified intersection, prepare engineering design plans for proposed safety improvements, and construct the improvements.

Objective 1.6.1

Oct 15, 2018 - Jul 01, 2022CompletedProgress 100%

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

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

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



Oct 15, 2018 - Jul 01, 2023

Ongoing

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

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

Staff completed the intersection safety audits for the Round 2 intersection and have begun to implement improvements. The status of ongoing signalized intersection improvements are as follows.

Round 1 Intersections

- E. Gude Drive and Taft Court - Complete
- Preserve Parkway and Wootton Parkway - Complete
- Seven Locks Road and Wootton Parkway - Complete

Round 2 Intersections and Crossings

- E. Jefferson Street and Rollins Avenue - Complete
- E. Gude Drive and Rothgeb Drive - Implementation scheduled for summer 2025
- Gaither Drive and W. Gude Drive - Implementation scheduled for summer 2025
- Research Boulevard and W. Gude Drive - Complete

Staff also completed the Twinbrook Safe Routes to School and Transit Accessibility Study, which included intersection safety audits of seven intersections in the Twinbrook neighborhood. The Chapman Avenue and Twinbrook Parkway intersection is a signalized intersection and was studied through this project. However, this intersection is currently included in an ongoing development application in Montgomery County. Additional evaluation and coordination with Montgomery County is necessary before any improvements can be considered.

Action Item 1.7



Oct 15, 2018 - Jul 01, 2026

Progress 99%

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

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

Staff continues to implement an ongoing sidewalk program. This program follows three primary steps which take place over multiple years. The steps are to:

1. Evaluate the feasibility of constructing sidewalk along an identified gap,
2. Prepare engineering design plan for the feasible gap, and
3. Construct the sidewalk.

Objective 1.7.1

Oct 15, 2018 - Jul 01, 2022

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

 Oct 15, 2018 - Jul 01, 2026

On-Schedule

Progress 98%

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

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

The status of the ongoing sidewalk projects are as follows:

Group 1 Sidewalks

- Monroe Street - construction completed in 2024
- Frederick Avenue - 50% design ongoing
- Highland Avenue -50% design ongoing
- Nelson Street - 50% design ongoing
- Reading Terrace - deemed infeasible
- Wood Lane - deemed infeasible

Group 2 Sidewalks

- Carr Avenue - design scheduled for 2025
- Gail Avenue - design scheduled for 2025
- Charles Street - design scheduled for 2025
- Croydon Avenue - deemed infeasible
- Woodland Road - deemed infeasible

Group 3 Sidewalks

- Aleutian Avenue - evaluation scheduled for 2025
- Blandford Street - evaluation scheduled for 2025
- Calvert Road - evaluation scheduled for 2025
- Denham Road - evaluation scheduled for 2025
- Laura Lane - evaluation scheduled for 2025

Action Item 1.8

Oct 15, 2018 - Jul 01, 2024

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

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

City staff developed a Pedestrian Master Plan using a public process. The Pedestrian Master Plan was approved and adopted by the Mayor and

Council in October 2023.

Objective 1.8.1

Oct 15, 2018 - Jul 01, 2021

Completed

Progress 100%

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

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

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

Oct 15, 2018 - Jul 01, 2024

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

Safe and Livable Neighborhoods

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

 Oct 15, 2018 - Jul 01, 2028

Progress 88%

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	50.0	1
Completed	50.0	1

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

Using the Bikeway Master Plan and recommendations from the Rockville Bicycle Advisory Committee, city staff identify bicycle transportation projects, evaluate their feasibility, and construct them as city resources permit.

Objective 1.9.1

Oct 15, 2018 - Jul 01, 2022

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

Safe and Livable Neighborhoods

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

 Oct 15, 2018 - Jul 01, 2028

On-Schedule

Progress 75%

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

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

Staff continue to seek out opportunities to extend the city's bicycle transportation network as well as plan and design bicycle facilities citywide. Status of ongoing bicycle facility projects are as follows.

- Beall Avenue - Completed in November 2024.
- Congressional Lane - Ongoing feasibility study for complete streets improvements and bicycle facilities
- E. Jefferson Street and Halpine Road - Ongoing feasibility study and preliminary design for bicycle facilities
- Mannakee Street - Complete streets feasibility study completed in June 2024. Complete streets improvements, including shared-roadway bicycle facilities are expected to be completed in summer 2025.
- Martins Lane - Feasibility study and preliminary design completed in May 2024. Shared roadway-bicycle facilities and bicycle lanes are expected to be completed in summer 2025.

Action Area 2

Ongoing - Ongoing

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

Safe and Livable Neighborhoods

Action Item 2.1

Ongoing - Ongoing

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

Safe and Livable Neighborhoods

Objective 2.1.1

Ongoing - Ongoing

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

Safe and Livable Neighborhoods

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

Ongoing - Ongoing

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

Safe and Livable Neighborhoods

Objective 2.2.1

Ongoing - Ongoing

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

Safe and Livable Neighborhoods

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

Ongoing - Ongoing

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

Safe and Livable Neighborhoods

Objective 2.3.1

Ongoing - Ongoing

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

Safe and Livable Neighborhoods

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

Ongoing - Ongoing

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

Safe and Livable Neighborhoods

Objective 2.4.1

Ongoing - Ongoing

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

Safe and Livable Neighborhoods

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

Ongoing - Ongoing

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

Safe and Livable Neighborhoods

Objective 2.5.1

Ongoing - Ongoing

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

Safe and Livable Neighborhoods

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

Ongoing - Ongoing

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

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective 2.6.1

Ongoing - Ongoing

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

Safe and Livable Neighborhoods

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

 Jun 01, 2020 - Jul 01, 2022

Progress 64%

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.

OngoingCompleted

%55.5644.44

#54

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Action Item 3.1

Jun 01, 2020 - Jul 01, 2022

Progress 100%

Create Comprehensive Outreach Strategy:

Completed

%

100.0

#

2

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.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective 3.1.1

Jun 01, 2020 - Jul 01, 2021

Completed

Progress 100%

Create a comprehensive outreach strategy for the general population.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Jan 15, 2025 19:41:47

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. More over, city staff are available to attend and present at regularly scheduled community meetings. The contact information for setting up an in person meeting is available on the city's website.

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

Jun 01, 2020 - Jul 01, 2022

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

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Jan 17, 2025 17:18:34

Between July 1 and Dec. 31, 2024, the Public Information Office shared 41 Vision Zero-posts across all social media platforms. Posts were related to project updates, amplifying MCDOT and WMATA events, and highlighting city successes.

These posts had and average reach of 963, i.e. 963 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 (www.rockvillemd.gov/visionzero) and a more specific sub-page for Vision Zero projects (www.rockvillemd.gov/visionzeroprojects). Between July 1 and Dec. 31, 2024, 306 people viewed the Vision Zero general page and 275 people viewed the Vision Zero projects webpage.

Additionally, there were eight Vision Zero-related articles (and one year-in-review article that mentioned Vision Zero several times) posted to RockvilleReports.com between July 1 and Dec. 31, 2024. Combined, these articles were viewed 579 times.

Action Item 3.2

Jun 01, 2020 - Jul 01, 2022

Progress 38%

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

Safe and Livable Neighborhoods

Objective 3.2.1

Jun 01, 2020 - Jan 01, 2021

Ongoing

Progress 75%

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

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

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.

The Montgomery County Department of Transportation Safe Routes to School Coordinator works with Montgomery County Public Schools to provide opportunities to learn about and practice safe transportation. This includes schools within Rockville.

Objective 3.2.2

Jun 01, 2020 - Jul 01, 2022

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

Safe and Livable Neighborhoods

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

Jun 01, 2020 - Jul 01, 2022

Progress 25%

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

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective 3.3.1

Jun 01, 2020 - Jan 01, 2021

Ongoing

Progress 25%

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

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

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

Jun 01, 2020 - Jul 01, 2022

Ongoing

Progress 25%

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 Bryan Barnett-Woods on Dec 31, 2024 05:00:01

DPW staff has coordinated with Recreation and Parks Department staff to seek opportunities to promote on-bike education activities for students. While present staff capacity is not sufficient to host multi-day on-bike education through after school or summer camp programs, staff has sought opportunities for one-day on-bike education through local bicycle non-profit groups. These programs may require additional resources for implementation.

Action Item 3.4

Jun 01, 2020 - Jul 01, 2021

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

Safe and Livable Neighborhoods

Objective 3.4.1

Jun 01, 2020 - Jul 01, 2021

Completed

Progress 100%

Develop education materials and provide information to city staff.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

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

Jun 01, 2020 - Jul 01, 2022

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	50.0	1
Completed	50.0	1

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective 3.5.1

Jun 01, 2020 - Jul 01, 2021

Completed

Progress 100%

Create outreach materials and identify community partners.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

City staff continues to participate in the annual Bike to Work Day event, scheduled for May 15, 2025. DPW staff support the bike-to-work-day "pit stops" in Rockville to provide maps, bicycle safety information, and other giveaways to participants. Recreation and Parks Department staff support these efforts by providing tables, chairs, and trash cans for each pit stop as well as helping coordination location reservations.

Vision Zero resources, including a fact sheet and tips for safe walking, rolling, bicycling, and driving are available on the city's website. Staff has also recently purchased the League of American Bicyclists' Quick Start Urban Cycling Guide in English and Spanish. These small guidebooks can be given away to community members at events or shared with recreation center staff to be shared with interested residents.

Objective 3.5.2

Jun 01, 2020 - Jul 01, 2022

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 Dec 31, 2024 05:00:01

Staff continues to track the number of participants at city Bike to Work Day pitstops.

Action Area 4

Ongoing - Ongoing

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.

	%	#
Ongoing	33.33	4
Completed	66.67	8

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Action Item 4.1

Jun 01, 2020 - Ongoing

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

Safe and Livable Neighborhoods

Objective 4.1.1

Jun 01, 2020 - Ongoing

Completed

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

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

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

Ongoing - Ongoing

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

Safe and Livable Neighborhoods

Objective 4.2.1

Ongoing - Ongoing

Completed

Provide coordination among city departments while implementing action items.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Jan 15, 2025 19:59:10

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 biannually to discuss status updates of the Vision Zero Action Items. The next meeting is scheduled for May 2025.

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 4.3

 Jun 01, 2020 - Jul 01, 2022

Progress 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.

	%	#
Ongoing	100.0	1

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective 4.3.1

Jun 01, 2020 - Jul 01, 2022

Ongoing

Progress 75%

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

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

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 is currently working to prepare a new draft of the Comprehensive Transportation Review. Once complete, this draft will be shared with the Transportation and Mobility Commission. In addition to being included in the Pedestrian Master Plan, the Transportation and Mobility Commission have recommended that this policy be updated. Staff has also begun to the process to update the Sidewalk Prioritization Policy and has identified best practices and similar policies in the region that are used to identify which sidewalk gaps should be evaluated and constructed first.

Staff has also recently approved and begun using new guidelines to determine whether to add new marked crosswalks in response to resident crosswalk requests.

Action Item 4.4

Jun 01, 2020 - Ongoing

Progress 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.	Completed	% 100.0	# 1
--	-----------	------------	--------

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective 4.4.1

Jun 01, 2020 - Ongoing

Completed

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

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

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

Jun 01, 2020 - Jan 01, 2021

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

Safe and Livable Neighborhoods

Action Item progress report

Objective 4.5.1

Jun 01, 2020 - Jan 01, 2021

Completed

Progress 100%

Finalize the design of the Vision Zero webpage.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

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

Jun 01, 2020 - Ongoing

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

Safe and Livable Neighborhoods

Objective 4.6.1

Jun 01, 2020 - Ongoing

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

 Jun 01, 2020 - Oct 01, 2021

Progress 75%

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

OngoingCompleted

%50.050.0

#11

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective 4.7.1

Jun 01, 2020 - Oct 01, 2021

Completed

Progress 100%

Review crash data collection following the initial crash analysis.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

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

Jun 01, 2020 - Oct 01, 2021

Ongoing

Progress 50%

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

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

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

Jun 01, 2020 - Ongoing

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

Safe and Livable Neighborhoods

Objective 4.8.1

Jun 01, 2020 - Ongoing

Ongoing

Provide initial outreach to other Vision Zero Communities and organizations.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

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

Jun 01, 2020 - Jul 01, 2023

Progress 88%

Review Existing Traffic Safety Programs and Policies

	%	#
Ongoing	50.0	1
Completed	50.0	1

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective 4.9.1

Jun 01, 2020 - Jul 01, 2022

Completed

Progress 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

Safe and Livable Neighborhoods

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

Jun 01, 2020 - Jul 01, 2023

Ongoing

Progress 75%

Identify and prioritize specific changes.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Jan 15, 2025 20:06:17

City staff is currently updating the Comprehensive Transportation Review and the Sidewalk Prioritization Policy. When drafts of these updates are ready, they will be shared with Transportation and Mobility Commission for initial comment and then with the public.

Action Item 4.10	Jun 01, 2020 - Jul 01, 2021	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

Safe and Livable Neighborhoods

Objective 4.10.1	Jun 01, 2020 - Jul 01, 2021	Completed	Progress 100%
------------------	-----------------------------	-----------	---------------

Adopt new fleet purchasing policy.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

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.