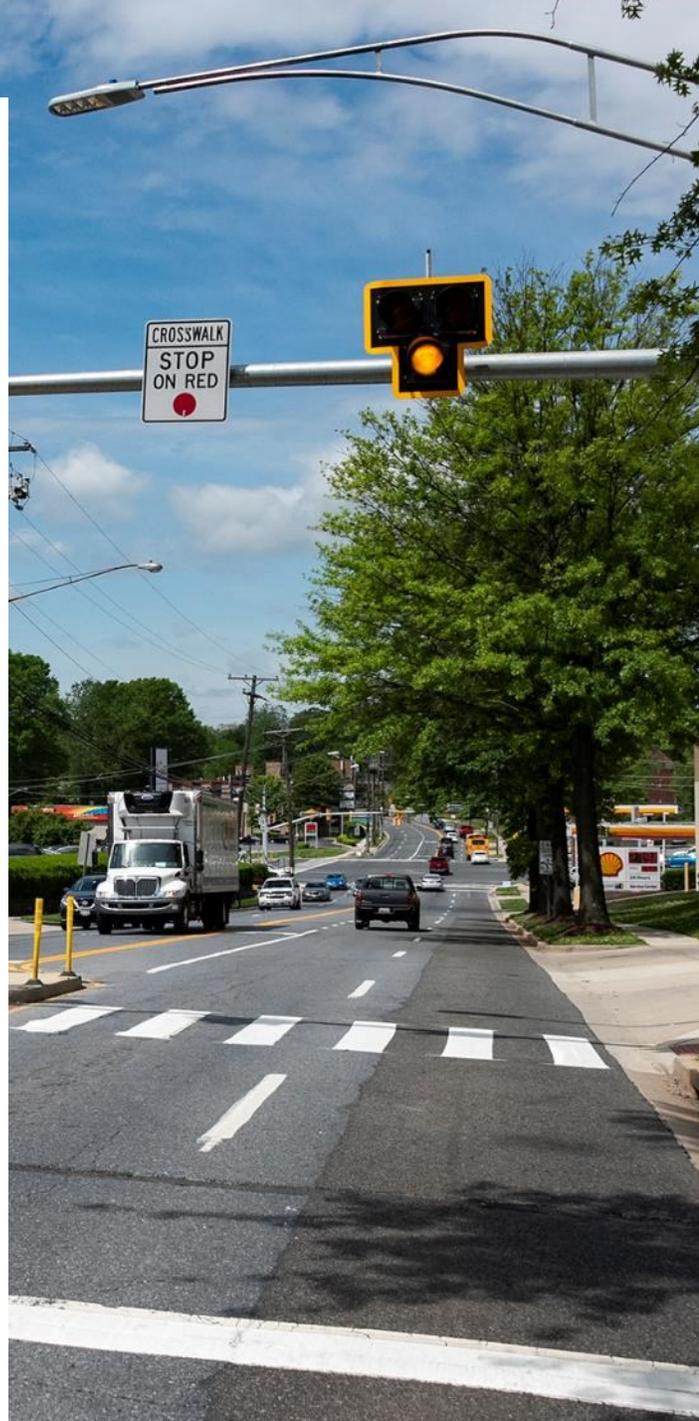


# JANUARY – JUNE 2021 WORKPLAN

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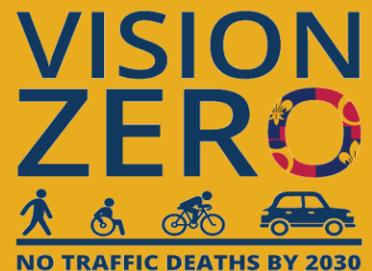


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MONTGOMERY COUNTY, MARYLAND

[MONTGOMERYCOUNTYMD.GOV/VISIONZERO](https://MONTGOMERYCOUNTYMD.GOV/VISIONZERO)



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# January through June 2021 Workplan

## OVERVIEW

2020 was a challenging year as the world responded to the coronavirus pandemic. The disruptions to our daily lives also affected the work done at the local government level. Government employees were reassigned to assist with the response, worked remotely, or essential employees worked reduced schedules to meet social distancing requirements. Unanticipated resource challenges arose when budgets and contracts were frozen, cut, or delayed and lead times for materials were extended, thus slowing down the pace of projects.

Because of these disruptions, projects that were initially scheduled for completion in calendar year 2020 were delayed. In January 2020, the goal was to complete the Vision Zero 10-Year Strategy and 2-Year Action Plan by December 2020 and have it take effect January 2021. Initial procurement freezes and County communication priorities delayed the start of building the 10-Year Strategy. Work on the new strategy started in June 2020 and scheduled to be completed by June 2021.

To fill the gap between the existing calendar year 2020 action plan and the new, long-term plan, the Vision Zero Team is providing this six-month workplan that presents the projects that will be underway for the remainder of this fiscal year. This workplan builds on the 32 action items in the 2020 action plan and includes new projects that the County will undertake in the coming months.

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# ENGINEERING PROJECTS

Stay up-to-date on projects across the county by signing up for MCDOT's [Go Montgomery newsletter](#), visit MCDOT's [project page](#), or use the interactive [Vision Zero project map](#). For projects with dedicated webpages, links are provided in the list below.

## STUDY AND DESIGN PROJECTS

Projects listed under this heading are under evaluation for potential safety improvements. The studies will outline the current safety and operational problems and the design will determine the appropriate countermeasures to reduce injuries in the corridor.

- **High Injury Network Evaluations**
  - **Crabbs Branch Way** from Shady Grove Road to Indianola Drive
  - **Sam Eig Highway** from Diamondback Drive to Washingtonian Boulevard
  - **Randolph Road** from Colie Drive to Hunters Lane
  - **Shady Grove Road** from I-270 to Mill Run Drive\*
  - **Bel Pre Road** from Georgia Avenue to Layhill Road
  - **Georgia Avenue and Connecticut Avenue** in Aspen Hill
  - **New Hampshire Avenue** from Oakview Drive to Piney Branch Road (in partnership with MD SHA and Prince George's County)\*\*
- **Safe Routes to Schools Walkability Audits and Design**
  - **Flora Singer Elementary School** Walkability Audit
  - **Wyngate Elementary School** Design for safety improvements around Wilmett Road & Villa Drive
- **Bicycle Facility Projects**
  - [Fenton Street](#) from Cameron Street to King Street
  - **Amherst Avenue** from Arcola Avenue to Windham Lane
  - [Cheltenham Drive](#) from Woodmont Avenue to Pearl Street
  - [Metropolitan Branch Trail](#)

- **Sidewalks and Shared Use Paths**

- **Veirs Mill Road** Sidewalk gap evaluation and design
- **Rockville Pike** in Grosvenor BiPPA for new sidewalk and shared use path

- **Park Trail Crossings**

- **Rock Creek Trail** at Avery Road for installation of Rectangular Rapid Flashing Beacon (RRFB)
- **Rock Creek Trail** at Wexford Road
- **Rock Creek Trail** at Stoneybrook Drive
- **Magruder Branch Trail** at Crosscut Way
- **Magruder Branch Trail** at Jockey Club Terrace
- **7 crossings for the PEPCO Trail** between Dufief Mill Road and St. James Road

\*Corridor study for traffic signal modifications only.

\*\*Project implementation is dependent upon securing a grant.



*Figure 1 – In 2020, a Pedestrian Road Safety Audit along Middlebrook Road near Seneca Valley High School finished design and moved into construction for the interim road diet and new cycle track.*

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## CONSTRUCTION PROJECTS

Projects listed below have finished study and design and are currently under construction or scheduled to start construction between January and June 2021.

- **High Injury Network Upgrades**
  - White Flint [West Workaround](#) and [Metro Access Improvements](#)
- **Safe Routes to Schools Construction**
  - Ridgeview MS Longdraft Road & Sioux Lane
  - Newport Mill MS / Einstein HS Newport Mill Road & College View Drive
  - Highland View ES Schuyler Road & Manchester Road
  - Wyngate ES Wilmett Road & Villa Drive
- **Intersection and Spot Improvements**
  - [Seminary Road Intersection](#) with 2<sup>nd</sup> Avenue and Brookville Road
- **Bicycle Facility Projects**
  - [Bethesda Avenue/Willow Lane \(Capital Crescent Surface Trail Phase I\)](#)  
from Woodmont Avenue to Wisconsin Avenue
  - [Woodmont Avenue Phase I](#) from Montgomery Lane to Miller Avenue
  - [Montgomery Lane](#) from Woodmont Avenue to Rockville Pike
  - **Marinelli Road** from Rockville Pike to Nebel Street
  - [Grove St](#) from Bonifant Street to Sligo Avenue
  - [Cameron Street to Planning Place](#)
  - [Emory Lane and Muncaster Mill Road](#) shared use path
  - [Frederick Road](#) from Stringtown Road to Brink Road
- **Sidewalks**
  - **Kemp Mill Estates, Silver Spring** Completion of on-going work
  - **McKinley Street, Bethesda** Completion of on-going work
  - **Lutes-Briggs Community, Silver Spring**
  - **Childs Street & Rainbow Drive, Silver Spring** awaiting signed recommendations
  - **Burnt Mills Avenue** construction along with Childs Street project
  - **Kenhowe Drive, Bethesda** recommendations to be drafted
  - **Colston-Spencer, etc., Chevy Chase** if approved
  - **North Chelsea Lane, Bethesda** if approved
  - **Forston Street, Takoma Park** if approved

- **Park Trail Crossings and Traffic Calming**

- **Ten Mile Trail** at Clarksburg Road (crossing upgrade)
- **Hoyles Mill Trail** at Schaeffer Road (crossing upgrade)
- **Northwest Branch Trail** at Bonifant Lane (crossing upgrade)
- **Cabin John Trail** at Tuckerman Lane (crossing upgrade)
- **Sligo Creek Parkway** at Kennebac Ave (traffic calming)
- **Beach Drive** additional speed humps between Grosvenor and Knowles (traffic calming)



*Figure 2 - Construction of the Capital Crescent Surface Trail (CCST) in Downtown Bethesda started at the end of 2020 and will be completed in early 2021. In the photo, construction workers are building the median to separate the bike lanes from car traffic.*

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## SIGNAL AND BEACON INSTALLATION

The County and State Governments are committed to creating more frequent and protected crossings across the County. Below are locations where new signals and beacons are scheduled to be installed.

### Traffic Signals

- **Georgia Avenue** and Price Avenue
- **[River Road](#)** and Braeburn Parkway (SHA project)
- **Veirs Mill Road** and Norris Drive (SHA project)

### Pedestrian Hybrid Beacons

- **Twinbrook Parkway** and Twinbrook Recreation Center
- **Muddy Branch Road** and Muddy Branch Square Shopping Center
- **Snouffer School Road** and Sweet Autumn Drive
- **Spring Street** and First Avenue
- **6705 Rockledge Drive**
- **Layhill Road** and Greenery Lane (SHA project)
- **Veirs Mill Road** and Andrew Street



*Figure 3 – Two Pedestrian Hybrid Beacons were installed on Democracy Boulevard near Walter Johnson High School in 2020. This corridor is also a Safe Speed corridor and has automated speed enforcement to keep everyone safe getting to school.*

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## SHARED STREETS

In the early months of the coronavirus pandemic, the County Government, along with input from the community, developed a [Shared Streets](#) program where roadways were repurposed to prioritize pedestrian and bike traffic and promote socially distanced recreation. With the need for social distancing lasting through at least summer 2021, MCDOT, Montgomery Parks, and the State Highway Administration will continue supporting and expanding the program as well as determine how this model will continue after the public health emergency ends.

- **Continue shared street projects** along the neighborhood greenways, temporary permit program, expanded parks, parkway closures, and “streeteries” for socially distanced outdoor dining.
- **University Blvd W Pilot** for temporary bike lanes on University Blvd W from Amherst Avenue to Arcola Avenue (pending grant funding from the Federal Highway Administration).

## 20 IS PLENTY PILOT

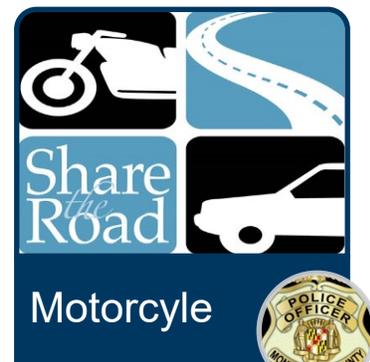
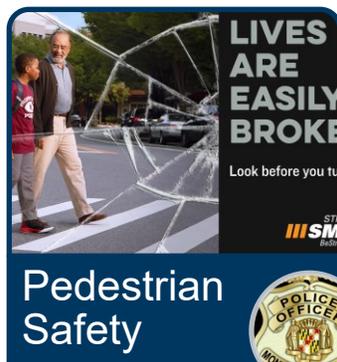
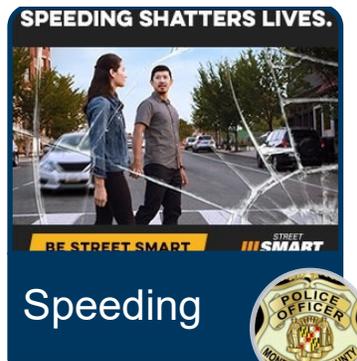
The new [street design guide standards](#) under development set a target speed of 20 MPH for downtown and neighborhood streets. To test the potential safety benefits of 20 MPH target speed limits, MCDOT will pilot lowering the speed limit to 20 MPH to determine what treatments and messaging are effective in getting drivers to travel at safe speeds.

- **Phase I Pilot Area** in Germantown, Woodglenn, and Long Branch from January to June 2021.

# SAFETY EDUCATION AND ENFORCEMENT CAMPAIGNS

## BEHAVIORAL CAMPAIGNS

Montgomery County joins the Maryland Highway Safety Office (MHSO), the Metropolitan Washington Council of Governments (MWCOG), and the National Highway Transportation Safety Administration (NHTSA) to sponsor outreach and enforcement efforts aimed at curbing dangerous behaviors on our roads. Below are the major campaigns planned for the first half of 2021.



- January – February: Impairment
- March: Speed and Aggressive Driving
- April: Distracted Driving
- April/May: Street Smart (pedestrian/bike safety)
- May: Occupant protection (Click It or Ticket)
- June: Motorcycle Safety

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## AUTOMATED ENFORCEMENT CONTRACT

The Montgomery County Police anticipate finalizing the multi-year process and start a new contract for an automated traffic enforcement vendor in winter 2021. The new contract will create an option for the expansion of red light and speed cameras.

## SAFE ROUTES TO SCHOOLS

Despite the closure of school buildings, the County's Safe Routes to Schools program continues to do virtual and socially distant in-person events. Assuming schools will remain virtual for the majority of the second semester, the Safe Routes to School program expects to:

- Continue virtual safety campaigns.
- Virtual Bike to School/Around your Neighborhood Day on May 5, 2021.
- Virtual Safe Kids Week from May 5-12, 2021 in partnership with Safe Kids Montgomery.
- Host Vision Zero Youth Ambassador Program from March to June 2021 in partnership with the National Organization for Youth Safety.



*Figure 4 - The Safe Routes to Schools program held limited in-person events in 2020 due to the pandemic, but still found ways to do in-person events like this socially distant bike course.*

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# LAW, POLICY, AND ADVOCACY

Implementing Vision Zero requires evaluations and updates to our existing laws and policies as well as advocating at the state and federal levels for policies outside the control of County Government. In the first six months of 2021, the County will continue working on updates to the following policies, master plans, and data analysis projects.

- [Vision Zero 10-Year Strategic Plan](#) Work on the 10-Year Strategic Plan and FY22-23 Action Plan started in June 2020 and will be finished in June 2021. The first draft will be released for public comment in late March.
- [Complete Streets Design Guide](#) is currently under review by the Planning Board and will be transmitted for County Council review in February.
- [Urban Navigation for Low Vision Residents](#) project starts in January and will finish in the summer. This new project will create updated guidelines to ensure changing urban landscapes are not jeopardizing the safety and accessibility for people with no and low vision.
- **Updated Traffic Incident Management Policies** for Montgomery County Police and Fire/Rescue Service. The workgroup will convene starting in April 2021 and finish the updates by December 2021.
- [Predictive Safety Analysis](#) is underway and will be finished in summer 2021 and go to the Planning Board for review in late summer or early fall. This project will create a safety performance function for all roadways in the County, which estimates the number of crashes that can occur given the existing roadway characteristics.
- [Pedestrian Master Plan](#) is underway and scheduled to head for Planning Board review by fall 2021 and should be finalized by winter 2022.
- **Outreach and Communication Strategy** will be updated starting in May 2021 and completed by December 2021. The goal is to take the existing strategy focused solely on behavioral campaigns and expand to include guidance and leading practices for project communications.