VISION ZERO
NO TRAFFIC DEATHS BY 2030

OUR PLAN TO ELIMINATE FATALITIES AND SERIOUS INJURIES ON OUR ROADS
LIFESAVERS CONFERENCE• 04/28/2021
POPULATION
Montgomery County is the most populous county in Maryland and is home to 1,058,810 residents. Most of these residents live in unincorporated areas within the County.
Montgomery County has grown an estimated 8.9% since 2010.

INCOME
Montgomery County is one of the most prosperous counties in the US with a median household income of $103,235. The Median Home Value is $477,800.
#17 highest median household income among all US counties.

EDUCATION
Montgomery County is one of most educated counties in United States. 57.8% of residents have attained a Bachelors degree and 30.8% have attained a post graduate degree.
#6 highest in percent attaining post graduate degree among US counties.

Source: Census Bureau ACS 1yr Estimates 2017
MAJORITY ETHNICITY/RACE BY CENSUS BLOCK GROUP

A Diverse County
304 of the County’s 614 Census Block Groups are Minority Majority

Renters are Diverse
An estimated 70% of the County’s renters live within these Minority Majority Census Tracts
394,000 residents (or 40%) speak a language other than English at home. 138,000 residents have limited English proficiency—and 26,000 households (or 7%) are “language isolated.”
The senior population is projected to double in 30 years (2010 to 2040) - 124,000 more residents 65+, raising their share of the population by +8%.

Minorities: % of residents 55+

Source / notes
Maryland Planning 2016
VISION ZERO
OVERVIEW
**FATAL COLLISIONS BY YEAR**

![Graph showing fatal collisions by year]

**Source:** MCPD Collision Reconstruction Unit

*2020 data are preliminary and subject to change*
Crash Density was higher in neighborhoods with...

- Higher Percentage of households that speak English less than “very well”
- Higher Percentage of population that is Hispanic or Latino
- Higher Percentage of households below the poverty level
- Lower Median age
<table>
<thead>
<tr>
<th>2018-19 ACTION PLAN – ACTION ITEMS</th>
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</thead>
</table>

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

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

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

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

**Law, Policy, and Advocacy**
- Improve the way traffic safety is managed by changing codes, laws, and policies that do not align with Vision Zero
- Key Outcome: Passage of significant laws and policies required to implement Vision Zero
VISION ZERO
PLAN FOR 2030
The 2030 Plan has built in refresh points, tied to the budget schedule, to keep the plan transparent, accountable, and up-to-date. The updates also allow us to address “known unknowns” and address emerging issues.
EXTERNAL CHALLENGES AND OPPORTUNITIES IN THE 2020s

Prioritize in Planning
(High ability for County Gov’t. to address)
- Budget
- Ending Racial Injustices and Inequalities
- Land Use / Zoning
- New communication channels
- New signal and roadway tech.

Explore Partnerships
(Medium ability for County Gov’t. to address)
- Future Tech and Autonomous Vehicles
- Climate Change
- Community Acceptance
- Changing Demographics
- Politics
- Private sector – property access and parking lot design

Consider in Planning
(Low ability for County Gov’t. to address)
- Economic Conditions
- Cost of Fuel
- Pandemics
<table>
<thead>
<tr>
<th>Area</th>
<th>County</th>
<th>State</th>
<th>Federal</th>
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<tbody>
<tr>
<td>Traffic Signals</td>
<td>Installation and maintenance</td>
<td>Installation and maintenance</td>
<td>Signal warrant and design standards (MUTCD)</td>
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<tr>
<td>Pavement marking and signage</td>
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<td>Installation and maintenance</td>
<td>Pavement marking and signage standards (MUTCD)</td>
</tr>
<tr>
<td>Driver’s Licensing</td>
<td>None</td>
<td>Motor Vehicle Admin. (MVA)</td>
<td>Commercial Vehicles and Driver (FMCSA)</td>
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<tr>
<td>Vehicle Safety Standards</td>
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<td>None</td>
<td>Federal Motor Vehicle Safety Standards (FMVSS)</td>
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<tr>
<td>Communication Spectrum</td>
<td>None</td>
<td>None</td>
<td>Federal Communications Commission (FCC)</td>
</tr>
</tbody>
</table>
KNOWN UNKNOWNS

- TIMING OF CAVs TO MARKET
- FEDERAL STANDARDS AND SUPPORT
- SYSTEM DOWNTIME AND REDUNDANCY STANDARDS
- EFFECTS ON VMT & TRANSIT USE
- DATA PRIVACY AND OWNERSHIP
- EQUITY AND NEW VS OLD VEHICLES
- SAFETY FOR PEDESTRIANS AND CYCLISTS
- COMMUNICATION STANDARDS
- IMPACT ON COUNTY BUDGET & REVENUE
PARTNERING FOR THE FUTURE

1. Public Education and Outreach
2. Planning and Policy
3. Early Deployment and Testing
4. Infrastructure
5. Workforce
LOOKING AT THE FUTURE OF CAVs...
Group photo of County employees involved in designing and building the 2nd/Spring protected intersection.

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