



Action Item Progress Report

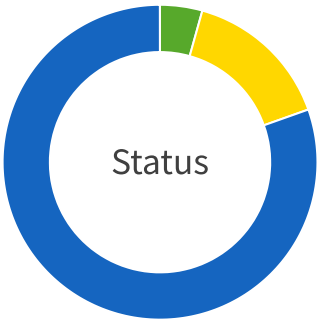
Vision Zero Action Plan

Reporting Period: July 1 - December 31, 2025

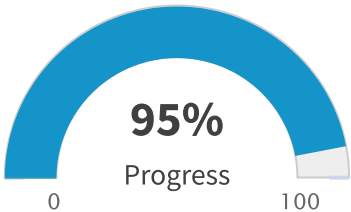
Report Created On: Feb 16, 2026

4	30	46
Action Area	Action Item	Objective

Overall Summary



On-Schedule	4%
Ongoing	15%
Completed	80%



Report Legend  Priority  No Update  Overdue

Action Area 1 Progress 93%

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	11	2
Ongoing	26	5
Completed	63	12

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Action Item: 9Objective: 19

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	2

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 2

Objective 1.1.1

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 Feb 11, 2026 16:47:41

The city’s High Injury Network (HIN) includes five roadways in the city, all of which are state owned and maintained. An HIN segment is a roadway segment that has experienced four or more serious injury or fatal crashes within the five-year period. This HIN uses crash data from January 21, 2020 to December 31, 2024.

There are five roadway segments in the updated HIN.

- Rockville Pike (MD 355), 5 Serious Injury, & 4 Fatal Crashes
- Frederick Road (MD 355), 5 Serious Injury, & 0 Fatal Crashes
- Norbeck Road (MD 28), 5 Serious Injury, & 0 Fatal Crashes
- Veirs Mill Road (MD 586), 4 Serious Injury, & 1 Fatal Crashes
- W. Montgomery Avenue (MD 28), 3 Serious Injury, & 1 Fatal Crash

All five segments are along state-owned and maintained roadways.

In 2025, there were fifteen serious injury crashes and two fatal crashes in Rockville. All crashes involved at least one motorist; both fatal crashes involved a pedestrian. One fatal crash took place on Frederick Road (MD 355) near Watkins Pond Boulevard. The second fatal crash occurred on E. Jefferson Street at Rollins Avenue; this crash was originally reported as a serious injury crash and the victim later died from their injuries. Among the serious injury crashes, eight involved pedestrians and motorists, the remaining involved only motorists. There were no fatal or serious injury crashes involving bicyclists.

Eight of the serious injury and fatal crashes occurred on state-owned and maintained roadways; six crashes occurred on city-owned and maintained roadways, and four crashes occurred in parking lots.

In 2025, there were 868 crashes of all severities within Rockville. Last year, there were 887 crashes. On average, between 2015 and 2025, there are 893 crashes per year.

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

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Aug 14, 2025 14:46:25

Transportation staff uses the results from the "Vision Zero Crash Data Analysis" to identify priority roadway safety projects. Additionally, the Sidewalk Prioritization Policy identifies roadways with missing sidewalk segments and the priority with which they should be evaluated and constructed, if feasible. Other project locations are influenced by funding sources, which can require projects be in equity emphasis areas or near mass transit.

Vision Zero projects include intersection evaluations, traffic calming projects, studying and building new sidewalks, and evaluating and installing new bicycle facilities.

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 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.

	%	#
Ongoing	50	1
Completed	50	1

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 2

Objective 1.2.1

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

Ongoing 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 Feb 10, 2026 15:15:42

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 Progress 90%

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.

	%	#
Ongoing	50	1
Completed	50	1

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 2

Objective 1.3.1

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 Feb 16, 2026 15:02:57

Staff submits requests to Montgomery County Department of Transportation Ride On or Washington Metropolitan Area Transit Authority (WMATA) to relocate bus stops to move them closer to marked crossings or to alternative locations. Bus stop locations are often spaced further from the intersection to provide sufficient space for multiple buses to queue at the stop or to maintain traffic operations at busier intersections. 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. Additionally, the city's updated marked crosswalk guidelines include bus stops as a consideration for installing a marked crosswalk.

Objective 1.3.2

Ongoing Progress 80%

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 Feb 06, 2026 20:56:17

Department of Public Works staff continues to coordinate with MCDOT Ride On to determine if bus stop locations can be shifted closer to marked crosswalks. In many instances, bus stops cannot be moved closer to the intersection because longer queuing space is needed for articulated buses or stops serving multiple routes with frequent service. City staff continue to propose stop relocation to MCDOT Ride On when requests are submitted.

In December 2025, MCDOT Ride On completed a county-wide bus stop audit to evaluate bus shelters, seating, pedestrian and ADA accessibility, and trash facilities. This audit included Rockville bus stops. The audit findings were shared with the city and staff is using them to prepare a list of potential improvements that could be incorporated into future sidewalk improvement projects.

City staff is also seeking funding to complete a study to determine the costs, efforts, and feasibility of installing a bench or other type of bus stop seating at every bus stop in the city. Staff will be notified if the project is awarded funding in the early summer.

Action Item 1.4 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	1
Completed	67	2

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 3

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 Feb 16, 2026 15:06:16

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 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. This project is expected to be complete by the end of this year.

Objective 1.4.2



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 Feb 06, 2026 21:05:54

City staff continues to respond to resident requests and reported concerns related to traffic safety for all modes of transportation. Staff evaluates requests and concerns and implement best practices to further enhance vulnerable roadway user safety. This includes adding pedestrian refuge medians, raised crossings, high-visibility crosswalks, and signage, among other improvements.

Safe crossing improvements were constructed at the following locations between July 1 and December 31, 2025:

- Ardennes Avenue at Wainwright Avenue
- Lemay Road at Ridgway Avenue
- Twinbrook Parkway at Meadow Hall Lane
- Wootton Parkway at Glen Mill Road
- Wootton Parkway at Longhill Drive

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

Safe and Livable Neighborhoods

Notes

This objective was added to the action item in January 2024 at the request of the Mayor and Council.

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	1
Completed	50	1

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 2

Objective 1.5.1



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 Feb 16, 2026 15:09:55

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.

City staff coordinated with MDOT SHA to obtain crash reports for the 30 intersections included in the city's Safe Streets and Roads for All project. The city has received report for all intersections. MDOT SHA also provided crash reports for Rollins Avenue to be included in the Rollins Avenue Complete Street Study. City staff has also requested MDOT to conduct a safety audit for two intersections in the city: Rockville Pike (MD 355) & Edmonston Drive, and Falls Road (MD 189) and Wootton Parkway. These intersections were initially raised by residents and the safety audit analyses are ongoing.

Objective 1.5.2

Completed

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 Progress 90%

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	1
Completed	50	1

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 2

Objective 1.6.1

Completed Progress 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 Aug 11, 2025 16:54:51

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



Ongoing Progress 80%

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 Feb 10, 2026 16:07:51

Traffic signal upgrades at the following intersections are currently under design.

- E. Gude Drive and Rothgeb Drive
- E. Jefferson Street and Halpine Road
- Seven Locks Road and Fortune Terrace
- W. Montgomery Avenue and N. Washington Street
- W. Gude Drive and Gaither Road
- W. Gude Drive and Research Boulevard
- Wootton Parkway and W. Edmonston Drive

Upgrades include replacing traffic signal cabinets, accessible pedestrian signal (APS) pushbuttons, signs, signal heads, detection cameras, poles, and other related equipment.

Action Item 1.7 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	1
Completed	50	1

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 2

Objective 1.7.1

Completed Progress 100%

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.

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

Owner: Bryan Barnett-Woods

Objective 1.7.2

On-Schedule Progress 98%

Update provided by Bryan Barnett-Woods on Feb 13, 2026 15:19:58

City staff continues to design and build new sidewalks.

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

The following sidewalks were constructed between January 1 and December 31, 2025.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

- Brooke Drive between Lewis Avenue and Stanley Avenue
- Crawford Drive between Gail Avenue and Hillcrest Park
- Gail Avenue between Lewis Avenue and Veirs Mill Road
- Potomac Valley Road between Maryland Avenue and New Mark Esplanade
- Welsh Park Drive, between Mannakee Street and Welsh Park entrance

The design plans for the following sidewalks are underway.

- Carr Avenue between Luckett Street and Forest Avenue
- Charles Street between McArthur Drive and Park Road
- Frederick Avenue between N. Stonestreet Avenue and Westmore Avenue
- Highland Avenue between S. Stonestreet Avenue and Grandin Avenue
- Nelson Street between Beall Avenue and shopping center

Staff is also preparing a sidewalk inventory to help assess the costs and level of effort required to build new sidewalks. This inventory will be used in conjunction with the Sidewalk Prioritization Policy to help identify future sidewalks for construction.

Additionally, the city repairs sidewalk curb ramps and driveway aprons as part of the ongoing annual concrete maintenance program. Between July 1 and December 31, 2025, the city replaced 99 curb ramps and 322 driveway aprons. In all of 2025, the city replaced 211 curb ramps and 625 driveway aprons.

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	2

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 2

Objective 1.8.1

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

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 Feb 16, 2026 15:14:59

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 implement action items from the Pedestrian Master Plan alongside Vision Zero projects.

Action Item 1.9

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	1
Completed	50	1

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 2

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

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Feb 16, 2026 15:16:35

Coordinating with the Rockville Bicycle Advisory Committee (RBAC), staff has developed a prioritized list of bike lane projects from the Bikeway Master Plan. Additionally, staff seek comments from RBAC and other stakeholder groups to improve design projects underway.

Objective 1.9.2

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 Feb 06, 2026 21:21:18

Staff continue to seek out opportunities to extend the city's bicycle transportation network as well as plan and design bicycle facilities citywide. City staff sought guidance from the Rockville Bicycle Advisory Committee regarding Status of ongoing bicycle facility projects are as follows.

- 1. Congressional Lane - Study complete. Shared roadways between Rollins Avenue and E. Jefferson Street, and separated bicycle lanes between E. Jefferson Street and Rockville Pike are planned for implementation.
- 2. E. Jefferson Street and Halpine Road - Study complete. Share roadways along E. Jefferson Street between Rollins Avenue and Congressional Lane, and separated bicycle lanes along Halpine Road between E. Jefferson Street and Rockville Pike are planned for implementation.
- 3. Mannakee Street - Study complete. Traffic calming improvements constructed on Mannakee Street between E. Montgomery Avenue and Martins Lane. Bicycle lanes on Mannakee Street between Bradford Drive and Hungerford Drive will be implemented as part of a future roadway reconstruction project.
- 4. Martins Lane -Design completed. Shared roadway-bicycle facilities and bicycle lanes will be implemented as part of an upcoming roadway reconstruction project.
- 5. Fleet Street and Monroe Street - Study complete, design initiated. Preparing engineering designs for a shared use path and cycle track along portions of Fleet Street between Maryland Avenue and Richard Montgomery Highschool, and along Monroe Street between Fleet Street and E. Middle Lane is underway.

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	6

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Action Item: 6

Objective: 6

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	1

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 1

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

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Feb 16, 2026 15:21:25

The Rockville City Police Department (RCPD) continues to enforce traffic safety alongside other enforcement activities. RCPD has increased the number of officers in 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	# 1
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Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 1

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

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Feb 11, 2026 15:40:07

The Rockville City Police Department (RCPD) deploys portable and stationary speed monitoring systems (i.e., speed cameras) in response to resident traffic safety concerns. Additionally, RCPD conducts speed studies when considering where to add new speed monitoring systems.

RCPD also employs red-light cameras to enforce traffic laws at ten locations in Rockville. A map of the locations, as well as red-light camera statistics are available on the city's website.

Between 2024 and 2025, there has been a 38% increase in the number of speed citations issued. Conversely, there has been a reduction of 2% in the number of red-light citations issued.

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	# 1
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Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 1

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

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Feb 16, 2026 15:22:23

The RCPD Traffic Unit continues to focus enforcement efforts along roadway stretches where speeding or unsafe driving commonly occur. RCPD has increased the number of traffic officers in the city.

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	1

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 1

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

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 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	1

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 1

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

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 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	# 1
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Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 1

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

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 Progress 89%

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	22	2
	Completed	78	7

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Action Item: 5

Objective: 9

Action Item 3.1 Progress 100%

Create Comprehensive Outreach Strategy:	Completed	% 100	# 2
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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: 2

Objective 3.1.1

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 Feb 16, 2026 15:35:02

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. Moreover, 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 provides 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.

Staff participates in annual multimodal transportation events, such as Bike to Work Day, Rockville Mainstreet Safety Day, Walktober, Walk-n-Roll to School Day, and Bike to School Day. City staff will share Vision Zero branded giveaways and traffic safety information. Staff also provides information to pedestrians and bicyclists about ongoing and planned bicycle, pedestrian, and Vision Zero transportation projects, the Pedestrian Master Plan and the Bikeway Master Plan, and answers questions about Rockville’s walking, rolling, and bicycling infrastructure.

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

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Feb 16, 2026 15:35:44

Between July 1 and Dec. 31, 2025, the Communications and Community Engagement Division shared 58 social media posts related to Vision Zero. The posts featured Vision Zero-related safety tips, projects and funding, and amplified Montgomery County Department of Transportation and Washington Metropolitan Area Transit Authority (Metro) events, surveys and outreach.

This included 18 X (formerly Twitter) posts, 28 Facebook posts and 12 Instagram posts.

These 58 posts averaged 1,213 views per post.

The city's Vision Zero program is highlighted on the Vision Zero projects webpage (rockvillemd.gov/projects/vision-zero). Between July 1 and Dec. 31, 2025, that page received 618 views.

Additionally, Vision Zero- and transportation-related content appeared in multiple news articles on rockvillemd.gov during this time period. Individual pageviews were as follows:

- Street Improvements and Summer Study for Rockville's Vision Zero: 235 views.
- Summer Successes for Vision Zero Improvements: 4 views.
- Defending Against the Dangers of Less Daylight: Tips for Driving, Biking and Walking: 87 views.
- Results Rockville Expands With New Dashboards to Track Progress on Major Initiatives: 5 views.
- Mayor and Council Set 2026 State Legislative Priorities: 21 views.
- Fall Events Highlight Walking, Biking and Rolling 'Round Rockville: 35 views.
- Demonstration to Help City Consider Parking Lanes on Redland Boulevard: 880 views.
- Mayor and Council Approve New Affordable Housing at 41 Maryland Ave.: 637 views.
- Tricks for Making Halloween a Treat: 212 views.
- Events to Get You Walking, Biking and Rolling 'Round Rockville This Month: 86 views.

Combined, these 10 Vision Zero-related news articles received 2,202 views between July 1 and Dec. 31, 2025. In total, the Vision Zero projects webpage and related news articles received 2,820 views during this period. The print edition of "Rockville Reports" is mailed to nearly 32,000 residential and business addresses across the city.

Action Item 3.2 Progress 100%

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.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 2

Completed	%	#
	100	2

Objective 3.2.1

Completed Progress 100%

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 Feb 04, 2026 21:29:14

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 city supports other walking and bicycling safety activities from Montgomery County Public Schools in Rockville, this includes past bicycle safety lessons at Maryvale School and providing bicycle parking racks to interested schools.

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.

City staff has spoken with MCPS staff, who provided information regarding the challenges of funding district Vision Zero programming. Schools are permitted to implement on-bike education or other Safe Routes to Schools programming, however each school requires a dedicated staff person or teacher and funding to implement the program. An agreement between the City and County is unlikely, however the City will continue to welcome schools interested in Vision Zero education.

Objective 3.2.2

Completed Progress 100%

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 Bryan Barnett-Woods on Feb 16, 2026 15:38:17

The City of Rockville encourages all schools in Rockville to participate in Safe Routes to School activities, such as attending Walk-Bike-Roll to School Days, following safe pedestrian and bicycle practices, and learning safe bicycling skills. Schools interested in participating in Safe Routes to School events can contact the Department of Public Works for more information, materials for the event, and ideas.

High school students may also share their transportation experiences on the Vision Zero survey, which is available on the city's website.

Action Item 3.3

Progress 75%

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	50	1
Completed	50	1

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 2

Objective 3.3.1

Completed Progress 100%

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 Feb 16, 2026 15:38:46

Montgomery County Public Schools includes a pedestrian and bicycle safety component in their physical education curriculum. Also, when crashes occur within school zones and during schools hours, Montgomery County Department of Transportation shares the crash incident report with Rockville Department of Public Works staff who evaluate the crash location and identify improvements. Lastly, the City of Rockville offers assistance to city schools interested in improving multi-modal transportation, this includes providing bicycle racks, supplying Walk-and-Bike to School Day giveaways, and working with schools to provide facility improvements such as traffic calming or new sidewalks.

Objective 3.3.2

Ongoing Progress 50%

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 Feb 16, 2026 15:40:28

The physical education program at Julius West Middle School includes a comprehensive on-bike education curriculum for all middle school students. The school provides bicycles to all students and students learn how to bicycle safely in the community.

Last spring, the Rockville City Police Department (RCPD) partnered with Maryvale Elementary School staff to put on a 7-week program focused on bike safety, the rules of the road, and meeting community leaders weekly. RCPD had additional support from the Rockville Bike Hub and Rockville HS student volunteers. At the end of the program, RCPD motor units joined students to participate in a “bike rodeo” at Maryvale Elementary School. The participating students all received their own donated helmets and high-end bicycles (10 in bikes in total), and Vision Zero branded giveaways. RCPD also participated in the ‘RCPNS (Rockville Nursery School) Trike a Thon’ at Potomac Woods Park by providing a bike safety talk and quick ride.

School staff indicated an interest to continue the on-bike education program for this year.

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	1

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 1

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	50	1
Completed	50	1

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 2

Objective 3.5.1

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 Feb 16, 2026 15:41:53

City staff continue to participate in annual events to help share roadway safety information with members of the community. This includes Bike to Work Day, Rockville Main Street Safety Day, and bike and walk to school days. Vision Zero resources, including a fact sheet and tips for safe walking, rolling, bicycling, and driving are available on the city's website. Staff also purchased the League of American Bicyclists' Quick Start Urban Cycling Guide in English and Spanish and provided copies at city recreation centers. 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

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 Feb 16, 2026 15:45:54

Staff continues to encourage participation in Vision Zero related activities and tracks the number of participants when the data is available. This includes participants in the annual Bike to Work Day, Walk-and-Roll to School, and Bike-and-Roll to School Day events.

Action Area 4 Progress 100%

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.

	%	#
Completed	100	12

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Action Item: 10

Objective: 12

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	1

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 1

Objective 4.1.1

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 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

#1

Owner: Bryan Barnett-Woods

- Safe and Livable Neighborhoods
- Objective: 1

Objective 4.2.1

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 Feb 16, 2026 15:46:42

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 2026.

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 Progress 100%

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.

Completed

%100

#1

Owner: Bryan Barnett-Woods

- Safe and Livable Neighborhoods
- Objective: 1

Objective 4.3.1

Completed Progress 100%

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 Feb 16, 2026 15:48:10

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 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 prepared an update to the Sidewalk Prioritization Policy. The draft criteria was shared with the Rockville Pedestrian Advocacy Committee and the Transportation and Mobility Commission. Once their comments are incorporated, the draft criteria will be shared with the public.

Action Item 4.4 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.

Completed1001

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 1

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

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Feb 16, 2026 15:49:20

Staff continues to carry out action items through the lens of equity and fairness. This includes assessing the needs of all people traveling , regardless of their mode, and providing an opportunity for people to achieve equal transportation outcomes.

Additionally, staff seek out roadway safety projects that are within areas considered by MWCOG as "Equity Emphasis Areas" as well as neighborhood which have census tracts designated as "Historically Disadvantaged."

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.

Completed1001

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 1

Objective 4.5.1

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 Feb 16, 2026 15:52:12

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 Vision Zero webpage was updated in Fall 2025 along with the city's new website. The new webpage includes similar information about ongoing Vision Zero activities and data and includes a link to the Vision Zero dashboard. The dashboard provides a summary of all Vision Zero Action Items.

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.

Completed1001

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 1

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 Feb 16, 2026 15:52:54

The Maryland State Police provide access to the Automated Crash Reporting System (ACRS), which collects 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 100%

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

Completed	% 100	# 2
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Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 2

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

Completed Progress 100%

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

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on May 22, 2025 19:04:56

Department of Public Works staff regularly corresponds with Montgomery County Department of Transportation to coordinate data collection efforts and to learn about best practices for implementing Vision Zero projects.

Action Item 4.8 Progress 100%

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

Completed	% 100	# 1
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Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 1

Objective 4.8.1

Completed

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 Feb 16, 2026 15:54:40

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.

Action Item 4.9 Progress 100%

Review Existing Traffic Safety Programs and Policies

	%	#
Completed	100	2

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 2

Objective 4.9.1

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 May 22, 2025 18:26:59

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.

Additionally, the Department of Public Works will carryout accessibility improvements as part of ongoing roadways resurfacing projects, ensure that new developments will provide pedestrian facilities that meet PROWAG accessibility requirements, evaluate intersections with a history of injury or fatal crashes, and advocate MDOT SHA to implement roadway safety projects on state-owned roadways in Rockville.

Objective 4.9.2

Completed Progress 100%

Identify and prioritize specific changes.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Feb 16, 2026 15:56:46

City staff has identified several policies necessary to update to align with the city's Vision Zero Program. Staff have prioritized the following policies.

- 1. Marked Crosswalk Guidelines
- 2. Comprehensive Transportation Review
- 3. Sidewalk Prioritization Policy
- 4. Complete Streets Policy
- 5. Guidelines for Neighborhood Traffic Management
- 6. Zoning Ordinance
- 7. Synthesis of Pedestrian Policies

Staff completed the Marked Crosswalk Guidelines and are currently working to update the Comprehensive Transportation Review and the Sidewalk Prioritization Policy. The Zoning Ordinance rewrite is an ongoing project being led by the Department of Community Planning and Development Services and DPW staff provided comments on the draft ordinance which provides a new section on pedestrian and bicycle transportation. The Synthesis of Pedestrian Policies is a document prepared by the Traffic and Transportation Commission (now named the Transportation and Mobility Commission) in 2008. Staff are incorporating policies from this document into the other policy updates and the zoning ordinance rewrite.

Staff have also identified several practices to align with the city's Vision Zero Program. These include

- Existing sidewalk accessibility improvements
- Advocate MDOT SHA for state roadway safety improvements
- Ongoing intersection safety evaluations and improvements
- Ongoing sidewalk evaluation, design, and construction
- Ongoing bicycle facility study, design, and construction

City staff work to advance all of these efforts as part of the city's ongoing transportation work program. This includes improving sidewalk accessibility as part of the roadway maintenance program, regularly requesting and coordinating with MDOT SHA for state roadway improvements, and development of annual projects to improve intersections and add sidewalks and bicycle facilities citywide.

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.

%	#
100	1

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective: 1

Update provided by Bryan Barnett-Woods on Feb 16, 2026 15:57:34

The city’s annual budget includes language to ensure 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.

Objective 4.10.1

Completed Progress 100%

Adopt new fleet purchasing policy.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods