





Toward Zero Deaths: 2022 Progress Report					
Performance Measure	Baseline (2015-2019 Average)	2022	Interim Target (2030)	5-Year Trend	Goal (2040)
Vehicle Occupant Fatalities	19	23	10		0
Bicycle/Pedestrian Fatalities	2	0	1		0
Vehicle Occupant Serious Injuries	303	264	150		75
Bicycle/Pedestrian Serious Injuries	79	64	40		20

Strategy	Actions Taken 2022-2023	Actions Planned 2024-2025
1. Increase Impaired Driving Education & Enforcement		
2. Build a Network of Bicycle and Pedestrian Facilities	<p>Feasibility studies completed for trail segments:</p> <ul style="list-style-type: none"> • Middletown to Myersville • Thurmont to Woodsboro • Thurmont to Emmitsburg • MARC to Battlefield • Frederick to New Market to Mt. Airy • Frederick to Urbana District Park <p>Final design underway for:</p> <ul style="list-style-type: none"> • Frederick & Pennsylvania Rail Trail Phase 1 <p>Design Started on:</p> <ul style="list-style-type: none"> • Frederick & Pennsylvania Rail Trail Phase 2, 3, and 4 • New Design Road – Manor Road to English Muffin Way <p>Construction underway or completed for:</p> <ul style="list-style-type: none"> • New Design Road – Protected Bike Lanes, Crestwood Blvd to English Muffin Way 	<p>Work continues on the countywide sidewalk improvement program with emphasis on ADA compliance</p> <p>Additional Trail Facility Feasibility Studies*</p> <p>On-Street Demonstration Bike Lanes*</p> <p>Final design underway for:</p> <ul style="list-style-type: none"> • Frederick & Pennsylvania Rail Trail Phase 2, 3, and 4 • New Design Road – Manor Road to English Muffin Way <p>Construction underway</p> <ul style="list-style-type: none"> • Frederick & Pennsylvania Rail Trail Phase 1
3. Improve Data Collection, Analysis and Sharing Among Agencies	County staff attended Maryland Highway Safety Office Summer Training Institute to improve GIS analytical capabilities	DPW and Planning/Permitting are working together to refine the High Injury Network as it applies to rural roads.*
4. Integrate Traffic Safety Considerations into Design Development Standards	Complete and Green Streets Plan adopted.	Updating county road code/design manual to reflect complete and green streets manual.*
5. Conduct High Profile Activities to Combat Distracted Driving		
6. Maintain Response Time and Capabilities for Emergency Responders	Design funding for Jefferson Tech fire/EMS station added to capital program; will improve response times for serious injury crashes, especially in US 15 high crash corridor.	<p>Design funding added to capital budget for public safety training center.</p> <p>Construction to begin on new fire/EMS station in Urbana/Monrovia and Adamstown; will improve response time for serious injury crashes.</p>
7. Upgrade Safety Infrastructure on Rural Roads	New account created in capital budget for traffic control and safety systemic improvements account to capital budget (\$924,000 over 5 years). Gas House Pike safety and minor capacity improvements in design	<p>\$200,000 being made available to municipalities for planning, design, or installation of minor improvements.*</p> <p>Gas House Pike project Phase 1 funded for construction.</p>
8. Create a Comprehensive School Zone Safety Strategy	First-ever appropriation for “Sidewalk Missing Links”; project is focused on safe routes to schools and access to community centers.	Additional capital program funds for “Sidewalk Missing Links”
9. Increase Enforcement of Speed Limits		
10. Take a Proactive Approach to Street Lighting		Conducting research on street lighting policies in comparable jurisdictions and developing alternative scenarios for county consideration.*

*Projects funded by Safe Streets for All Program.