Montgomery County Police Pedestrian Enforcement

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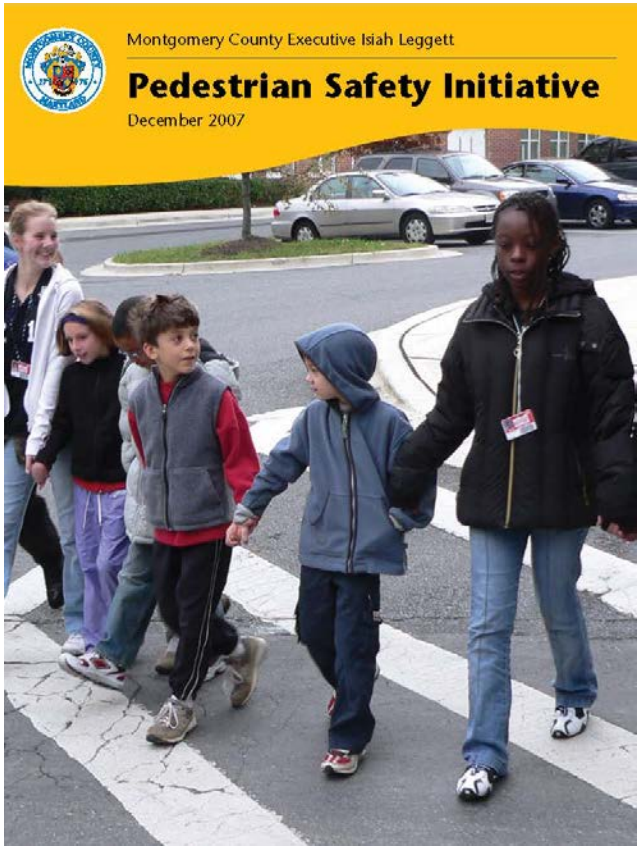
Pedestrian Safety in Montgomery County

- 2007 – Pedestrian Safety Initiative, a Strategic Plan
- Seven Strategies to Improve Pedestrian and Bicycle Safety
- Employ the 3 E's: Engineering, Education and Enforcement
- Reduce Injuries and Fatalities from Pedestrian and Bicycle Crashes
- Target Actions Using Data



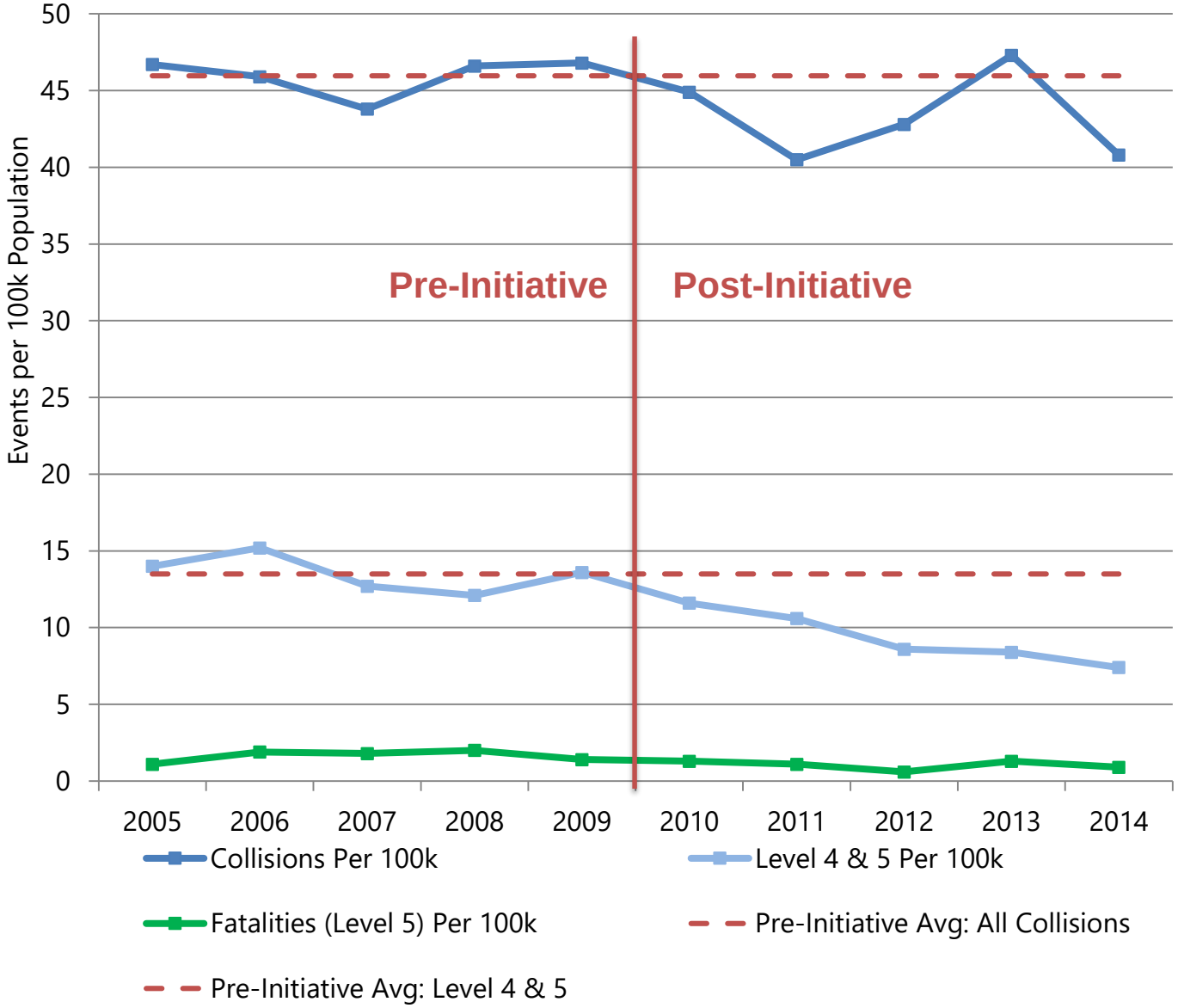
Montgomery County Pedestrian Collisions and Fatalities

CountyStat
Performance Measurement and Management

*Does not include bicycle fatalities
Source: MCPD. Full funding of Initiative started in July 2009.
NOTE: Data reporting prior to 2008 may not have been consistent with present practices.

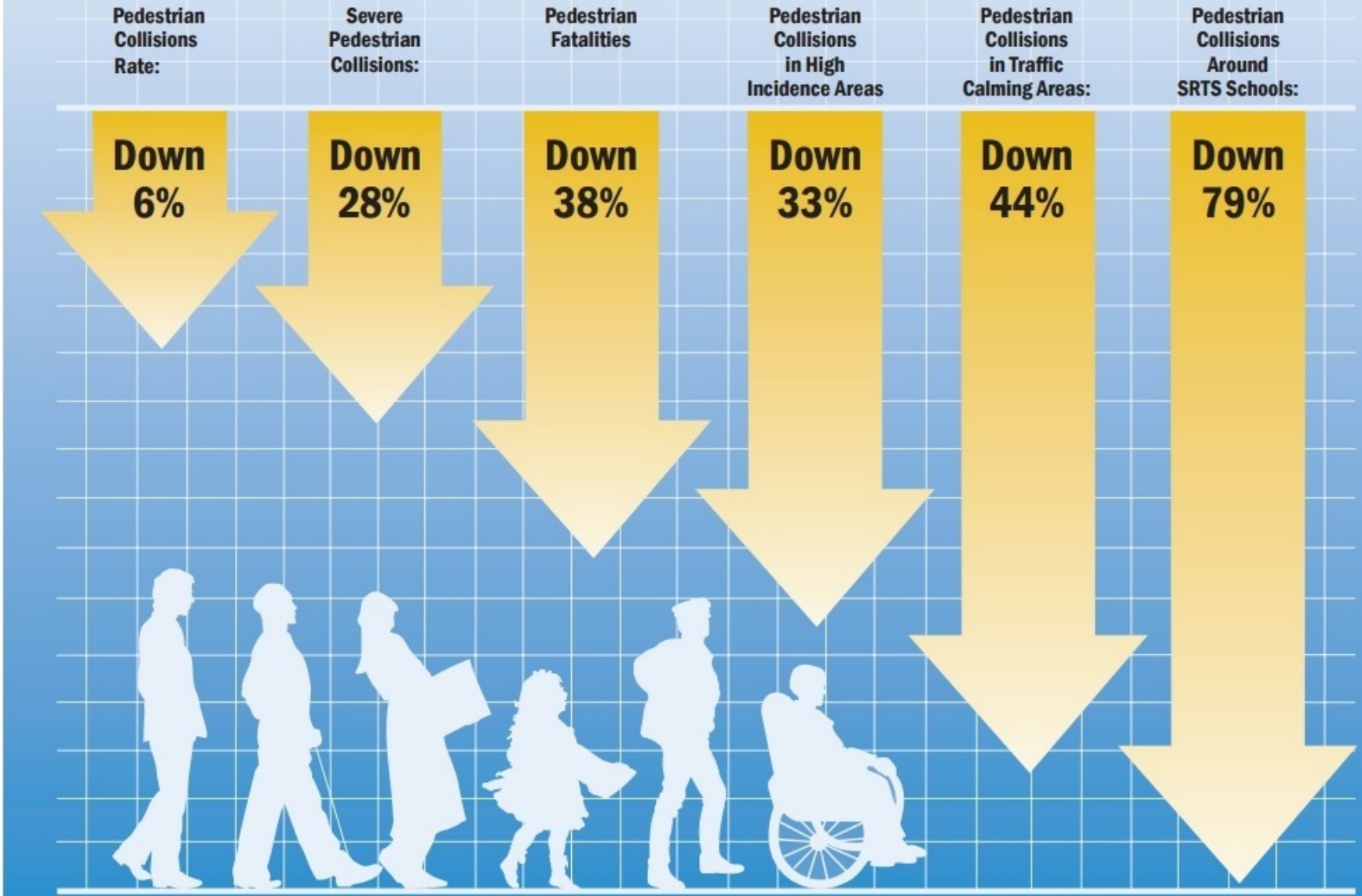
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	Pre-Initiative Average (2005-2009)	Post-Initiative Average (2010-2014)	Change
January	36	31	32	48	34	34	28	40	50	41	36	39	+8%
February	28	28	33	30	37	39	27	36	38	23	31	33	+6%
March	37	28	34	37	31	33	38	27	36	29	33	33	0%
April	26	25	35	34	28	33	36	27	43	22	30	32	+7%
May	27	36	34	47	46	33	28	36	40	35	38	34	-11%
June	41	33	29	24	41	33	17	35	34	31	34	30	-12%
July	24	29	20	37	36	33	24	23	30	32	29	28	-3%
August	28	37	26	36	32	26	33	31	36	27	32	31	-3%
September	39	39	38	35	30	41	32	35	41	41	36	38	+6%
October	48	42	37	31	41	44	43	44	55	54	40	48	+20%
November	48	49	60	38	46	43	42	48	40	42	48	43	-10%
December	52	52	34	47	52	44	51	41	38	43	47	43	-9%
Total Collisions	434	429	412	444	454	436	399	423	481	420	435	432	-1%
Per 100,000	46.7	45.9	43.8	46.6	46.8	44.9	40.5	42.8	47.3	40.8	46.0	43.3	-6%
Level 4 & 5 Collisions (% of total)	130 (30%)	142 (33%)	119 (29%)	115 (26%)	132 (29%)	113 (26%)	104 (26%)	82 (19%)	85 (18%)	76 (18%)	128	92	-28%
Per 100,000	14.0	15.2	12.7	12.1	13.6	11.6	10.6	8.6	8.4	7.4	13.5	9.3	-31%
Total Fatalities*	10	18	17	19	14	13	11	6	13	9	16	10	-38%

Pedestrian Safety Trends per 100k Population



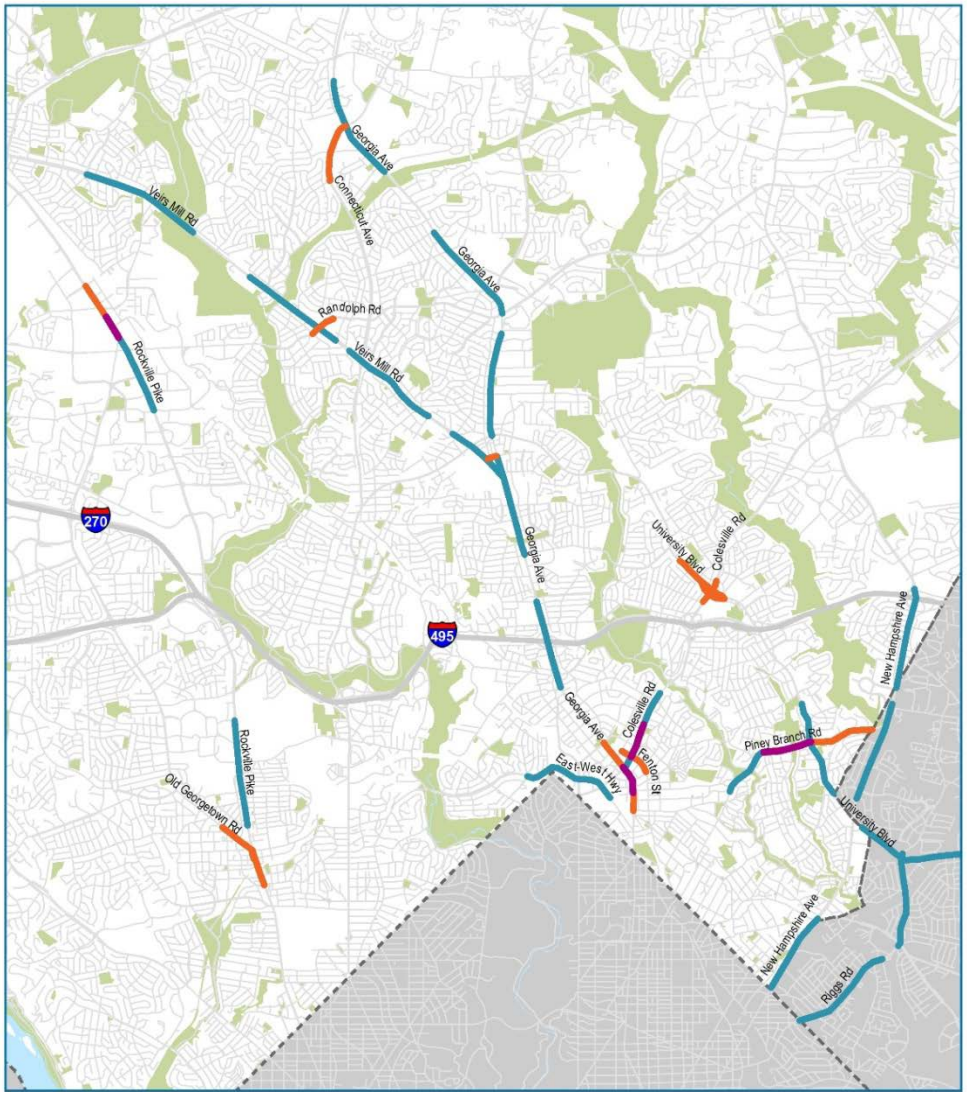
2014 fell below the pre-initiative average for total pedestrian and vehicle collisions, reversing a two year trend in the rise of total collisions. The data suggest the Pedestrian Safety Initiative continues to have success in reducing severe collisions (level 4 & 5), which have been in decline since the initiative began. Fatalities in 2014 were the second lowest recorded in a year since 2005.

Pedestrian Safety Initiative Successes*



* Comparison of 5-year average of collisions before and after implementation

State and County Pedestrian Safety Emphasis Areas



County High Incidence Area

State High Crash Location

County/State Overlap

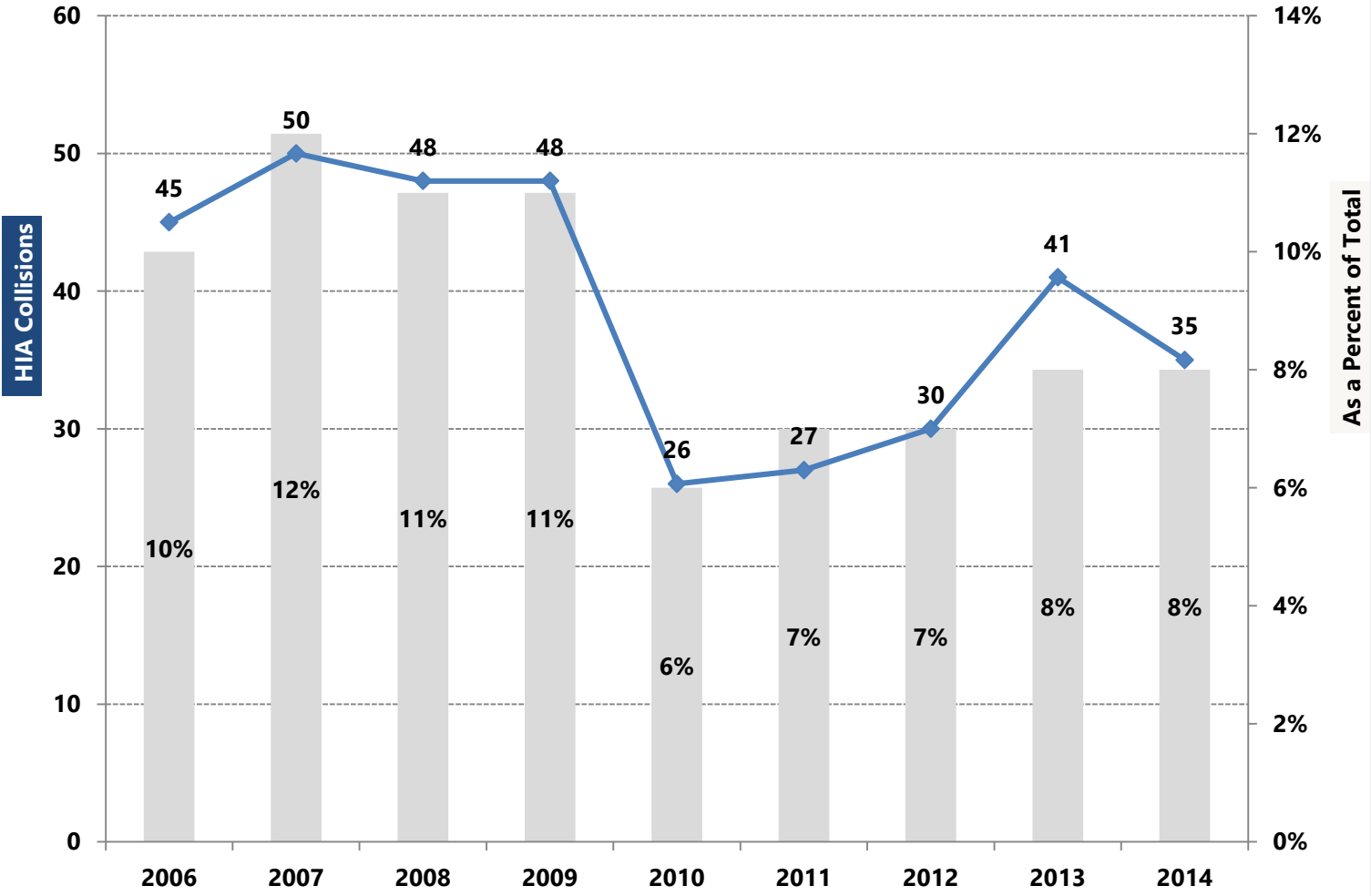
High Incidence Areas (HIAs) were identified in the early stages of the Pedestrian Safety Initiative based on historical collision trends. Using this data-driven approach, MCPD, DOT, and PIO target resources in these areas in order to make these areas safer for pedestrians and drivers. MDSHA has mirrored their program based on the county's model for identifying additional high crash locations.

Engineering Countermeasures in High Incidence Areas

- **Improve and Widen Sidewalks**
- **Reconstruct Intersections and Signals**
- **Install Enhanced Pedestrian Crossings with Pedestrian Refuge Islands and Beacons**
- **Upgrade Street Lighting**
- **Construct Median Fencing and Landscaping to Channelize Pedestrians to Crosswalks**
- **Upgrade Pedestrian Signals with Countdown Ped Heads and Accessible Pedestrian Signals**
- **Improve Signage and Pavement Markings**

Randolph Road Median Treatment (West)

Collisions in High Incidence Areas by Year (1/2)



The number of collisions in High Incidence Areas (HIAs) fell 15% from 41 collisions in 2013 to 35 collisions in 2014. The percentage of collisions in HIAs as compared to the county total remained at 8%.

Collisions in High Incidence Areas by Year (2/2)

CountyStat
Performance Measurement and Management

HIA	Number of Pedestrian Collisions												
	2006	2007	2008	2009	2010	2011	2012	2013	2014	Total	Pre-Audit Average	Post-Audit Average	% Change
Piney Branch	10	8	7	8	3	5	9	8	5	63	9.0	6.3	-30%
Wisconsin	6	10	3	4	3	3	3	6	4	42	8.0	3.8	-52%
Georgia	7	5	7	10	4	4	2	11	7	57	6.3	5.6	-12%
Rockville Pike	4	3	9	8	2	3	2	4	4	39	5.3	3.0	-44%
Four Corners	4	7	5	0	1	3	0	3	2	25	4.0	2.0	-50%
Reedie	0	3	3	7	2	1	2	2	2	22	3.3	1.8	-46%
Randolph	2	1	4	4	1	2	3	1	0	18	2.8	1.5	-45%
Connecticut	4	5	6	2	2	3	3	3	2	30	3.8	2.7	-30%
Colesville	4	4	2	3	5	2	4	3	5	32	3.6	4.0	+11%
Old Georgetown	4	4	2	2	3	1	2	0	4	22	2.7	2.0	-25%
Total	45	50	48	48	26	27	30	41	35	350			

Key: Year of PRSA Audit | Increase in Collisions After Audit

Three E's – Basis for enforcement

* Engineering
  * – if unsafe, confusing, or outdated, accidents will happen
* Education
  * Citizens have to know what they can and can't do
    - signboads, handouts, Volunteers, Social Media
* Enforcement
  * We educated and engineered, no excuse not follow the rules….warnings and more importantly TICKETS!!!

The How TO…

* Do you have a Pedestrian/Bicycle Problem
* Identifying the problem areas
* Common Violations
* Enforcement Strategies
* Enforcement Detail

Identifying the problem

* Crime analyst plays key role
* Beat Officers, They know the area very well
* Local Department of Transportation
* Community complaints
* Work together with all your resources

Identifying the problem

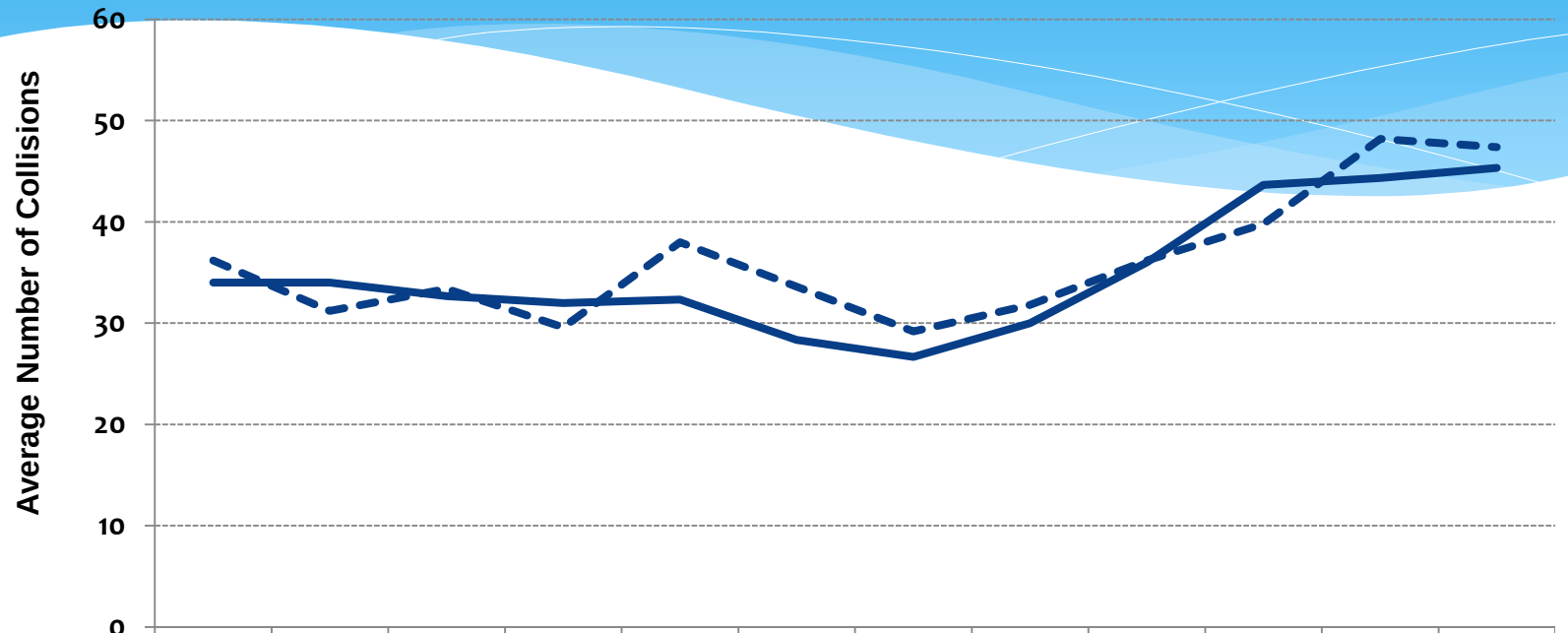
* How many Pedestrian Crashes Occur?
  - Data Driven
  -Statistics
* When do they occur?
* Where do they occur?
  - **High Incidence Areas, Hot Spots**
* Whose at Fault?

Identifying the Problem? *(hot spots)*

Areas with highest density of pedestrian crashes

High traffic volume
+ High pedestrian volume
HIA/HCL

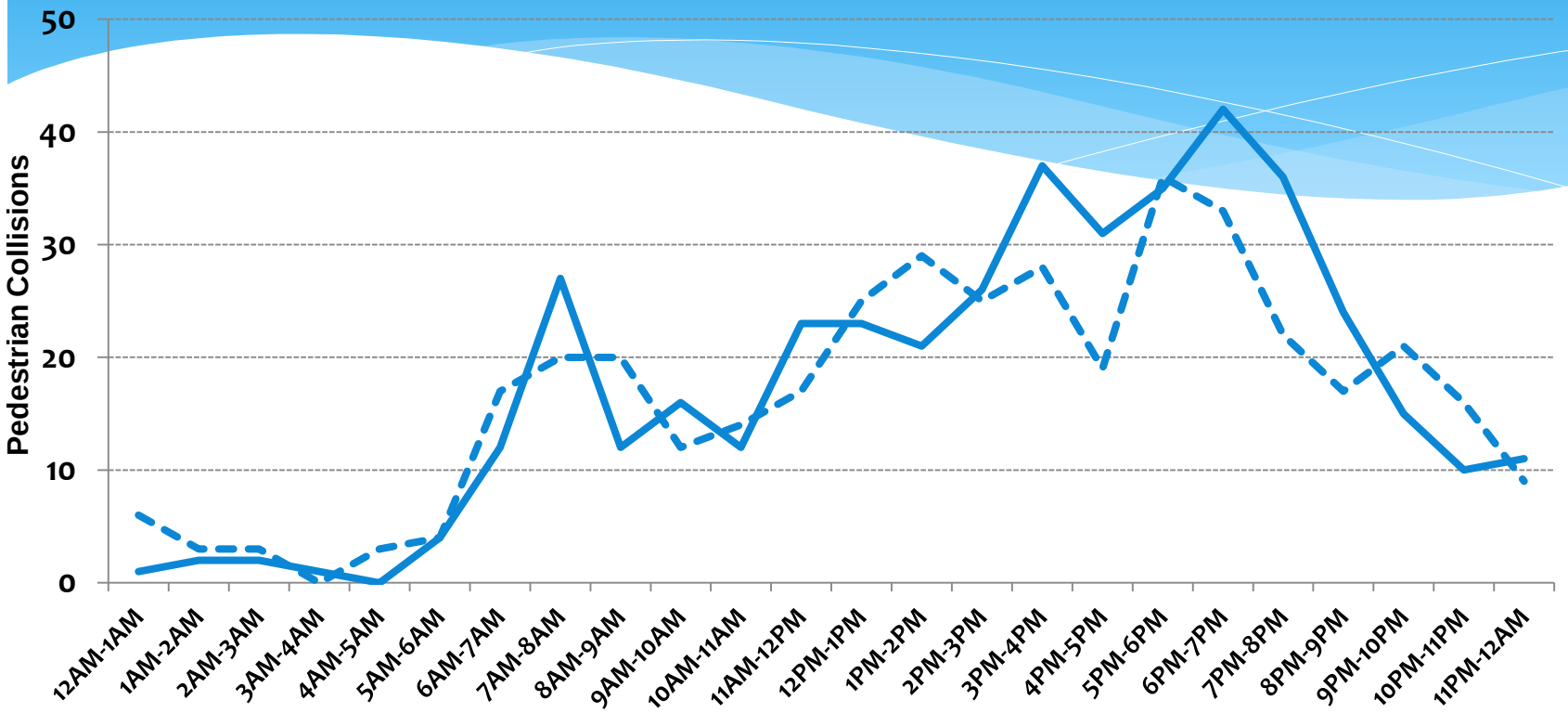
Pedestrian Collisions – Monthly Trend



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2005-09 Avg	36	31	33	30	38	34	29	32	36	40	48	47
2010-12 Avg	34	34	33	32	32	28	27	30	36	44	44	45

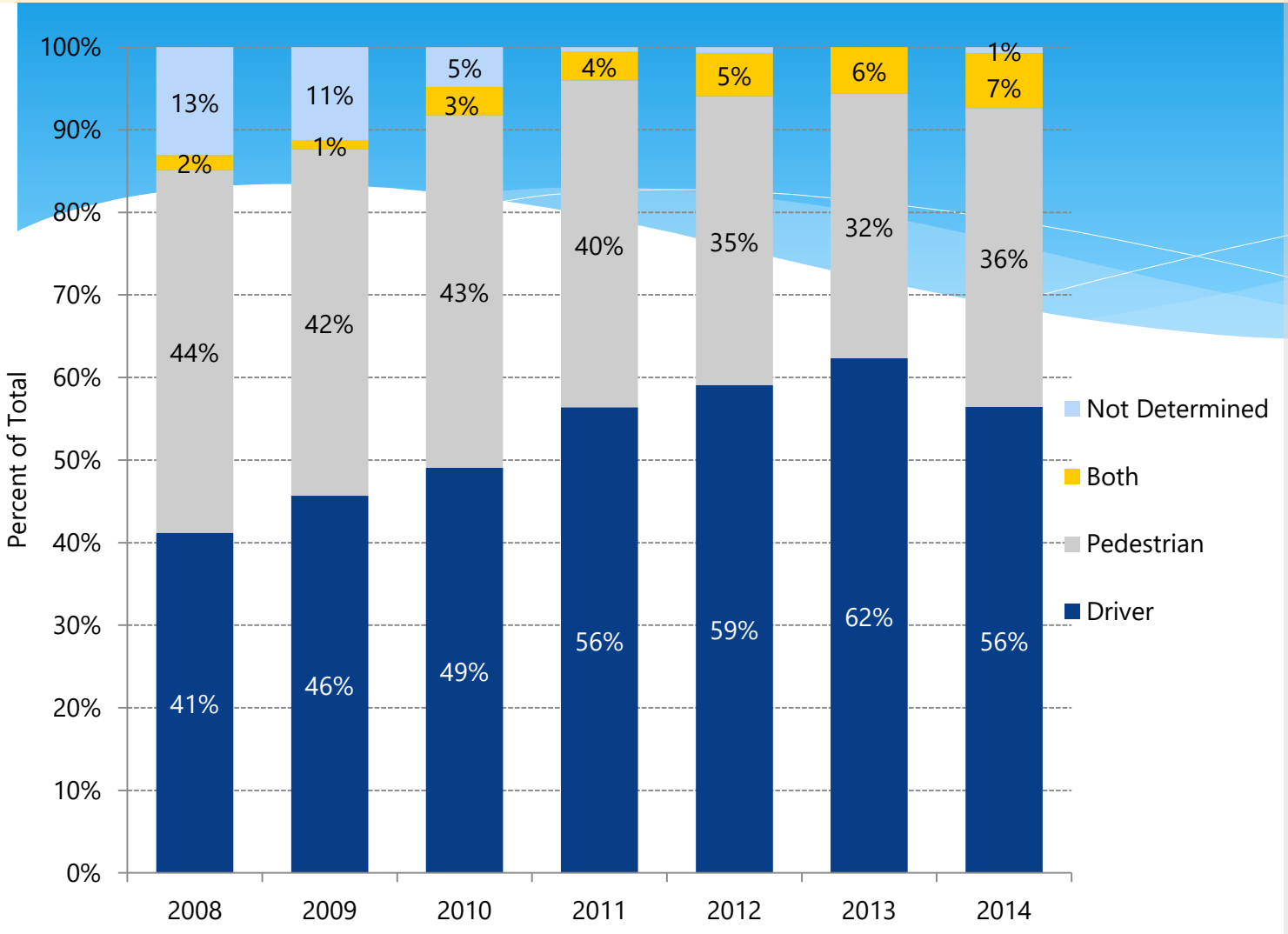
There tends to be an increase in pedestrian collisions in Fall and Winter. The average number of collisions occurring in the spring and summer (May - August) and in the early winter (November - January) months has decreased since the pedestrian safety initiative was launched.

Pedestrian Collisions by Time of Day



There is an elevated number of pedestrian collisions during the morning and evening peak hours. A spike is also seen during the mid-day period (when schools get out).

Party at Fault for Collision



Note: numbers may not add to 100% due to rounding

The party at fault has been relatively stable over the past four years with drivers at fault 59% and pedestrians at fault 36% on average from 2011 to 2014.

Source: MCPD

Comprehensive Enforcement Plan

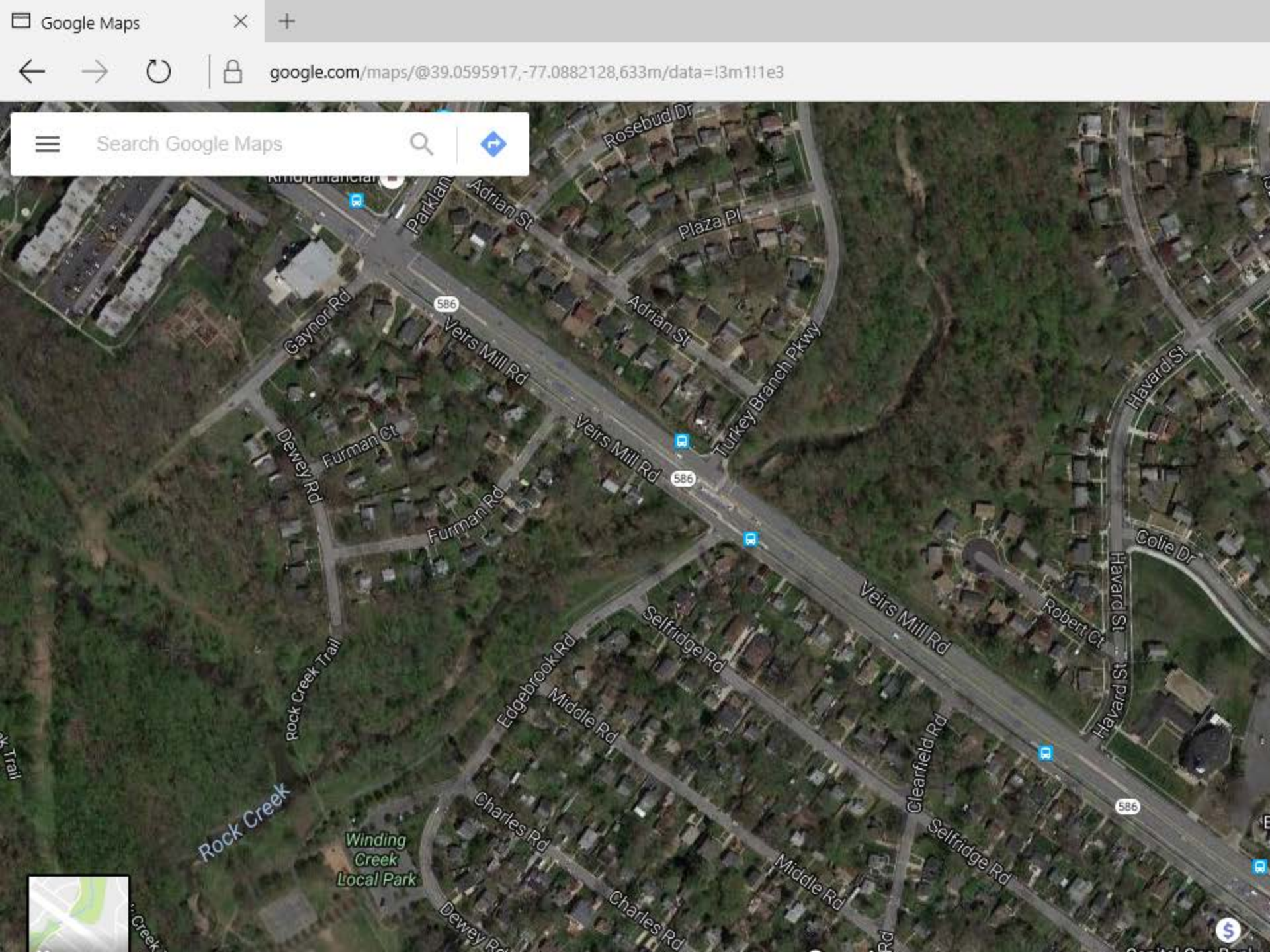
* General Pedestrian
  * Mid Block
  * Against Signal
  * Unlawfully in Roadway
  * Failing to Yield
* Crosswalk Details, Police decoy in Crosswalk
  * Fail to stop for Ped
  * Fail to stop for veh stopped for ped (most common)
  * Speed Enforcement

Comprehensive Enforcement Plan

* Team Concept, ofc. Safety
* Traffic Safety Vests, if you step into traffic and visible to violators
* More officers = more violations can be enforced
  * More fun as well
    * Viers Mill and Turkey Branch Example
* Less confrontational
* More areas can be hit at once

Comprehensive Enforcement Plan

* Be able to clearly see violation
* Be able to have a safe place to stop citizens
* Bus stops are very common problem areas
* CBD's (central business Districts) very popular
* Have enough Paper
  * (3,000+ citations in last 3 years)


Google Maps
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Rosebud Dr
Adrian St
Plaza Pl
Gaynor Rd
586
Veirs Mill Rd
Turkey Branch Pkwy
Havard St
Dewey Rd
Furman Ct
Furman Rd
Colie Dr
Robert Ct
Rock Creek Trail
Edgebrook Rd
Selfridge Rd
Middle Rd
Clearfield Rd
Rock Creek
Winding Creek Local Park
Charles Rd

MCPD 2015-2016 Initiative

* Chiefs and County Exec have pushed for Ped Safety
* Originally had small group that moved around county and did all the details….
  * We were not hitting enough locations
* Traffic Division has worked with district Motor units and Specialized teams
  * Increased details and awareness

MCPD 2015-2016 Initiative

* Original Team focus's on Crosswalk Details Throughout county, and Fatality locations
* Districts focus on General Ped in District HIA's
* Working with other departments, MHSO, SHA
  * Improving the Three E's.

MCPD 2015-2016 Initiative

* Totals from 9-1-2015 – 9-22-2016
* 30+ different locations
* 354 details
* 3,414 contacts
* 897 citations to pedestrians
* 1,372 citations to drivers failing to yield
* 470 other citations
* Total Citations – 2,695