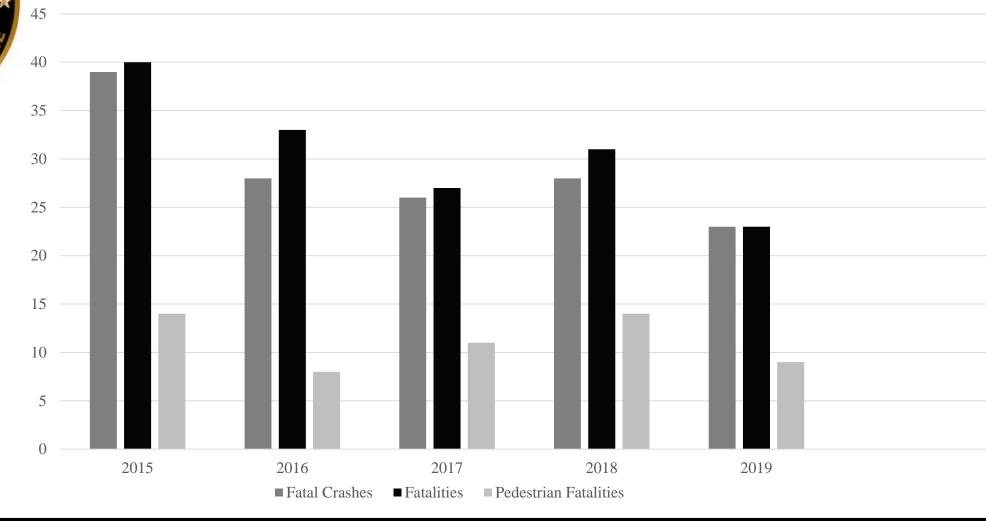


Pedestrian Safety Program

Sergeant John O'Brien Collision Reconstruction Unit

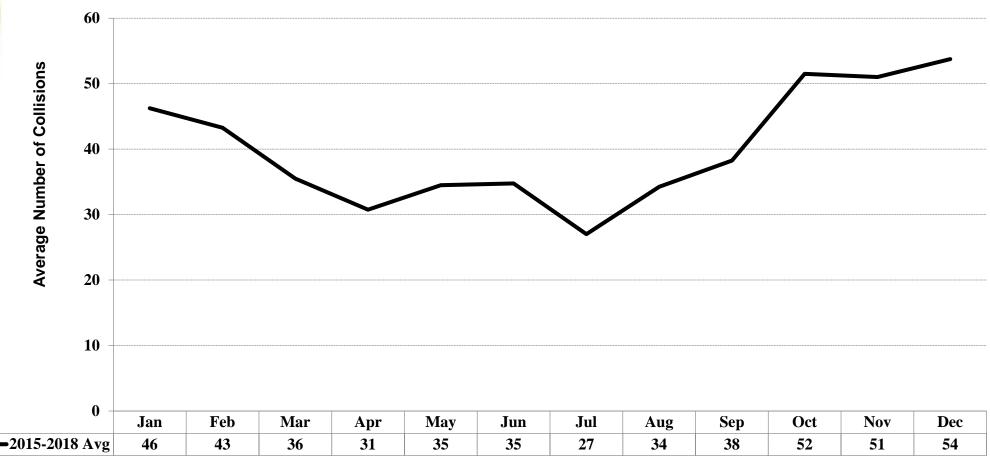


Montgomery County Fatal Collisions



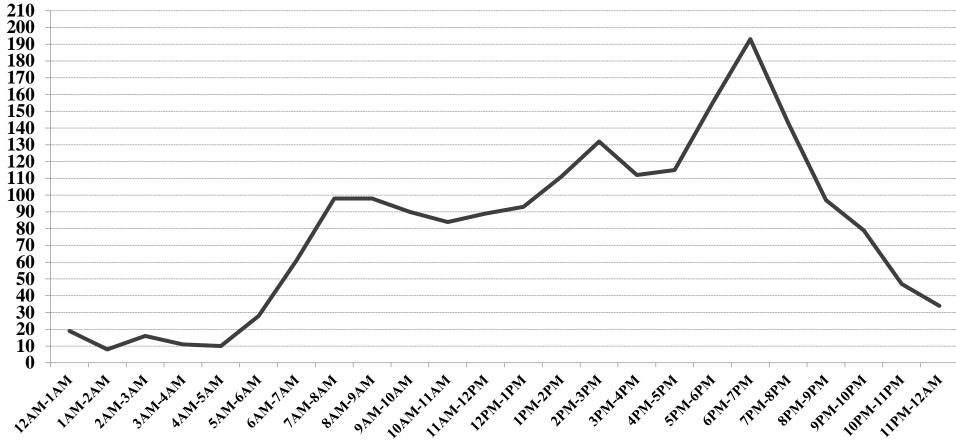


Pedestrian Collisions by Month





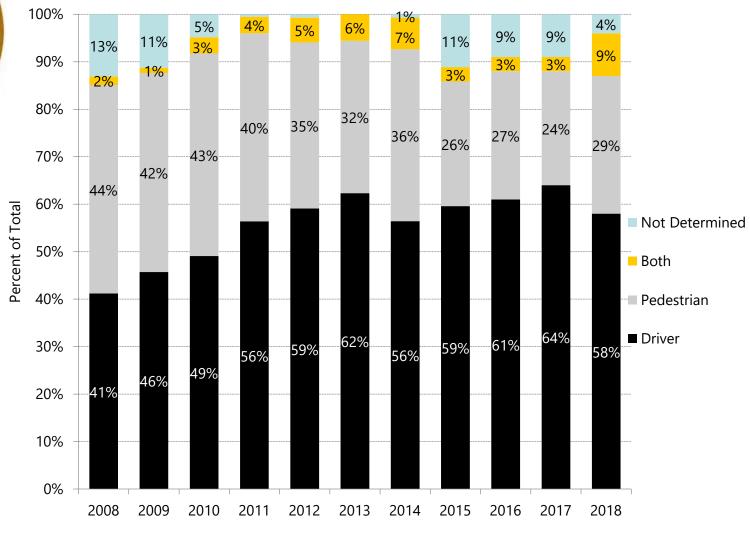
Pedestrian Collisions by Time of Day



Pedestrian Collisions



At Fault Status



The party at fault has been relatively stable over the past four years with drivers at fault 61% and pedestrians at fault 27% on average from 2015 to 2018.

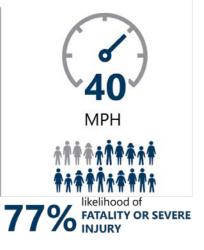


Why Enforcement? Can It Work?

Dangerous Behavior	Enforcement Activity	Effect on Crashes
Drivers not yielding to pedestrians at crosswalks	Targeted driver enforcement at crosswalks	23% pedestrian crashes
Impaired driving	Publicized sobriety checkpoints	17% alcohol related crashes
Driver excessive speeding	Automated speed enforcement	19% reduction in severe collisions



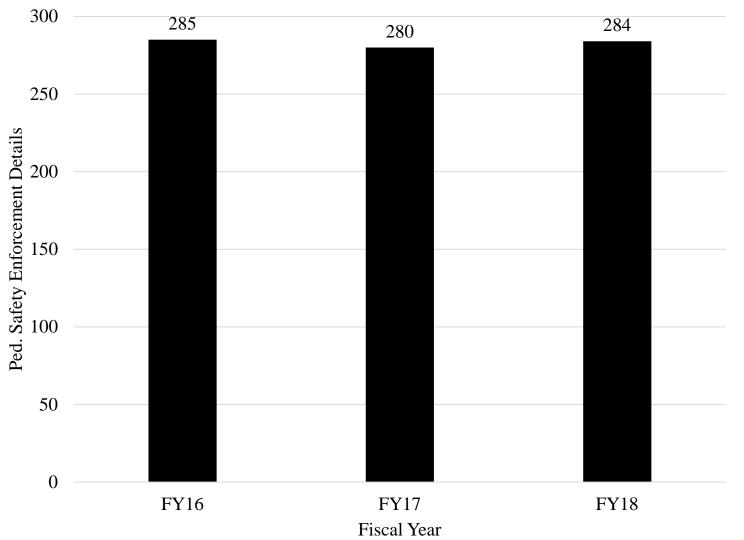








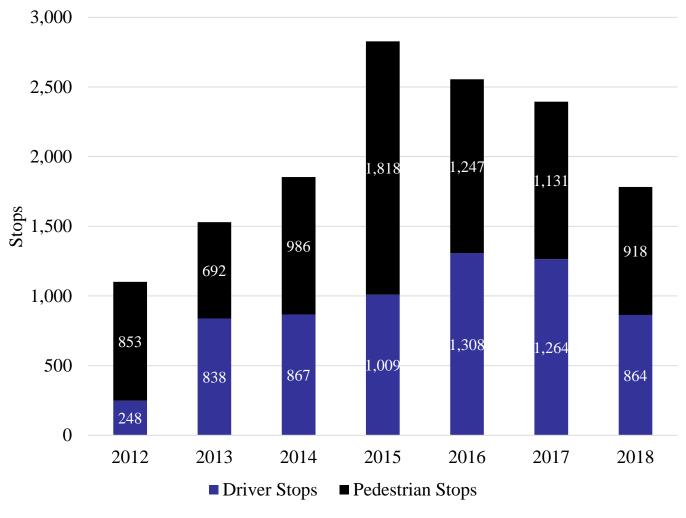
Pedestrian Safety Enforcement Details



To avoid setting or appearing to set citation quotas, the County tracks the number of enforcement details and hours. The target is to have at least 260 details each fiscal year. MCPD has \$100,000 in dedicated overtime for pedestrian safety enforcement to help meet the target.



Pedestrian Safety Enforcement Citations/Warnings



For pedestrian safety police enforcement, MCPD mirrors the at-fault rates of approximately 50% for drivers and 50% for pedestrians. Enforcement is largely done in the crosswalks for both roadway users.



The 3 E's of Traffic Safety

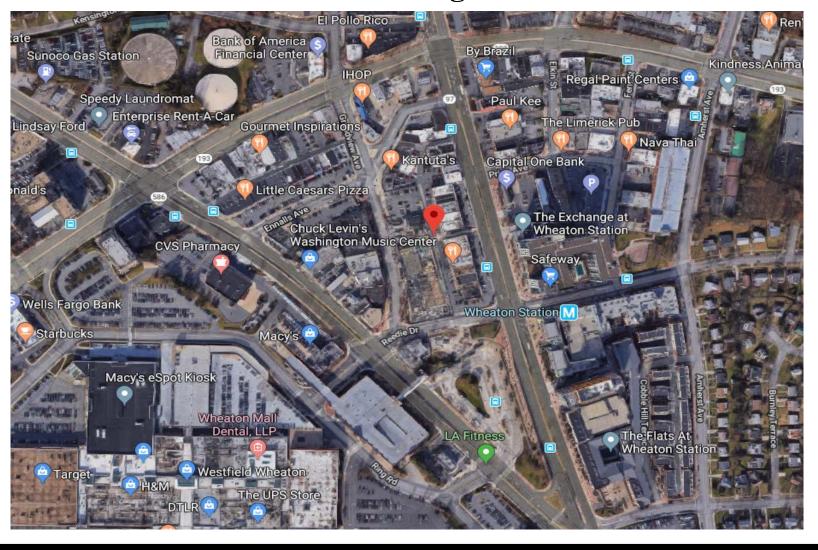
Engineering

Education

Enforcement



Wheaton Triangle





Engineering

Over the past decade, roadway improvements have been made in the Wheaton Triangle with a focus on pedestrian safety:

- Installing barriers and landscaping in medians to deter uncontrolled midblock crossings
- Signage directed towards drivers to increase awareness of the significant pedestrian activity
- Raising medians and creating areas of refuge for pedestrians
- Installing pedestrian signals with a countdown

In March of 2019, speed limits were reduced along Georgia Avenue in Silver Spring and Wheaton.

- Between Veirs Mill Road and Arcola Avenue in Wheaton from 35 mph to 25 mph
- Between Glenallan Avenue and Maryland Connecticut Avenue in Silver Spring from 45 mph
 to 35 mph



Education





Education

Public Service Announcements

- School outreach
- Signboards and handouts
- Social Media
- At-risk population











Enforcement

 Identify target locations (Crime Analysts, Community Complaints, Public Transportation, DOT)

• Create teams of highly motivated officers

• Divide and conquer strategy (targeting driver and pedestrian violators)

• Utilize safe traffic enforcement techniques (high visibility vests, designated stop areas)

• Familiarize personnel with appropriate charges

Failure to stop for pedestrian in crosswalk (21-502)

Driver violations: Passing a vehicle stopped for a pedestrian (21-502(c))

Fail to stop at red signal before right turn (21-202(i))

Failure to obey pedestrian control signal (21-203(c))

Pedestrian violations: Pedestrian unlawfully on roadway (21-506(a,b))

Pedestrian failure to yield right-of-way to vehicle (21-503(b))



Enforcement





Wheaton Triangle Enforcement

On the three enforcement dates, officers were divided into two teams, with one group focusing on pedestrians who failed to adhere to pedestrian signals. The other group utilized an officer serving as a pedestrian and cited drivers who failed to stop for him.

April 16, 2019 – 24 traffic stops, resulting in 17 citations and 29 warnings issued

Aprils 23, 2019 – 37 traffic stops, resulting in 15 citations and 45 warnings issued

May 7, 2019 – 24 traffic stops, resulting in 25 citations and 30 warnings issued



