

# VISION ZERO EQUITY TASK FORCE

**MEETING 4 • EQUITY AND TRAFFIC ENFORCEMENT • 06/18/19** 



### I. Introduction (10 mins)

- 1. Introduce all team members
- 2. Introduce the program and meeting agenda
  - Recap of previous meetings and where we are
  - Meeting purpose and goals

## II. County's Presentation – Traffic Law Enforcement (40 mins)

- 1. Traffic Stop Data
- 2. Overview of High Visibility Enforcement from MCPD
- 3. Q&A

III. Break (10 mins)

### **IV.Draft Equity Statement and Discussion (55 mins)**

V. Next Steps (5 mins)

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### WHAT'S THIS ALL FOR?





for Vision Zero

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- ✓ Review data and practices for traffic law enforcement
- ✓ Revise draft equity statement developed from Meeting #3
- Discuss equity framework considerations and scorecard for engineering and education

# **MEETING GROUND RULES**

- > During Q&A, raise your hand and wait for the facilitator to call on you.
- > Avoid interrupting another task force member.
- > Avoid distracting sidebar conversations.
- Question assumptions, but don't assume someone is wrong. We all have different perspectives and our task does not have a right or wrong textbook answer. Build on other's ideas instead of tearing them down.



### FY19 VISION ZERO OPERATING AND CAPITAL BUDGET





### **FY19 VISION ZERO EDUCATION BUDGET**





Of the \$26,014,889 in the FY19 budget for Enforcement, 76% is for speed and red light automated enforcement. Not explicitly included in the Vision Zero budget are Patrol and Field Services in MCPD since officers perform more duties than traffic enforcement.

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# EDUCATION AND ENFORCEMENT CALENDAR





For Vision Zero, the County utilizes the National Highway Traffic Safety Administration's (NHTSA's) annual communications calendar for issue specific timing. For example, each May is National Bicycle Safety Month, mid-September is Child Passenger Safety Week, and December is Impaired Driving deterrence. NHTSA and the Maryland **Highway Safety Office** (MHSO) provide marketing materials to anyone looking to spread the message.

# MCPD VISION ZERO EMPHASIS AREAS



















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MCPD utilizes the Maryland Highway Safety Office's high visibility enforcement (HVE) calendar to perform regular stepped up enforcement all year round. MCPD utilizes analyses from MHSO, Traffic Division data analyst, and CountyStat to identify hotspots for crashes.

Enforcement is typically tied with education to inform residents of the dangerous behaviors, ways to curb the behaviors, and explain why we perform high visibility enforcement.

### 2013 TO 2018 TRAFFIC STOPS





Montgomery **County Police** averaged 120,665 traffic stops from 2013 to 2018. Each traffic stop averages 1.8 violations. 88% of people stopped have a Maryland driver's license, followed by 3% for DC and VA.

## 2013 TO 2018 TRAFFIC STOPS – CITATIONS VS. WARNINGS





Starting in 2015, more warnings were recorded compared to citations. The number of Safety Equipment Repair Orders (SEROs) averaged 11,575 during the time period.

### 2013 TO 2018 TRAFFIC STOPS – TOP 20 CHARGES



Violation	Avg. Violations per Year	Violation	Avg. Violations per Year	Top violations are related to speeding,
Exceeding The Posted Speed Limit	25,974	Person Driving Motor Vehicle On Highway Or Public Use Property On Suspended License And Privilege	4,150	way, no or expired license/registration, and distracted driving. Note that charges, such as those related to driving under a suspended license or registration have
Driver Failure To Obey Properly Placed Traffic Control Device	17,363	Person Driving Motor Vehicle While License Suspended Under [Various Rules]	3,792	
Failure To Display Registration Card Upon Demand By Police Officer	10,237	Driving Vehicle In Excess Of Reasonable And Prudent Speed On Highway	3,610	
Driver Failure To Stop At Stop Sign Line	6,816	Driving Vehicle On Highway Without Current Registration Plates And Validation Tabs	3,438	
Driving Vehicle On Highway With Suspended Registration	6,788	Operator Not Restrained By Seatbelt	3,136	
Driver Using Hands To Use Handheld Phone While Motor Vehicle In Motion	5,718	Driver Changing Lanes When Unsafe	3,101	
Failure Of Individual Driving On Highway To Display License To Uniformed Police On Demand	5,710	Failure Of Veh. On Hwy. To Display Lighted Lamps, Illuminating Device In Unfavorable Visibility Cond	2,980	related charges.
Displaying Expired Registration Plate Issued By Any State	5,203	Negligent Driving Vehicle In Careless And Imprudent Manner Endangering Property, Life And Person	2,673	
Driving Motor Vehicle On Highway Without Required License And Authorization	4,546	Failure To Attach Vehicle Registration Plates At Front And Rear	2,585	
Repair order - Stop Lights	4,513	Driver Failure To Stop At Steady Circular Red Signal	2,540	15

### 2013 TO 2018 TRAFFIC STOPS – TOP 20 CHARGES



N/* I /*	Avg.	N/* 1 /*	Avg.	Legend:	
Violation	violations per Year	Violation	Violations per Year	Aggressive	
Exceeding The Posted Speed Limit	25,974	Person Driving Motor Vehicle On Highway Or Public Use Property On Suspended License And Privilege	4,150	Equipment	
Driver Failure To Obey Properly Placed Traffic Control Device	17,363	Person Driving Motor Vehicle While License Suspended Under [Various Rules]	3,792	License/ Registration	
Failure To Display Registration Card Upon Demand By Police Officer	10,237	Driving Vehicle In Excess Of Reasonable And Prudent Speed On Highway	3,610	Mobile Phone	
Driver Failure To Stop At Stop Sign Line	6,816	Driving Vehicle On Highway Without Current Registration Plates And Validation Tabs	3,438	Right of Way	
Driving Vehicle On Highway With Suspended Registration	6,788	Operator Not Restrained By Seatbelt	3,136	Seatbelt Use	
Driver Using Hands To Use Handheld Phone While Motor Vehicle In Motion	5,718	Driver Changing Lanes When Unsafe	3,101	Speeding	
Failure Of Individual Driving On Highway To Display License To Uniformed Police On Demand	5,710	Failure Of Veh. On Hwy. To Display Lighted Lamps, Illuminating Device In Unfavorable Visibility Cond	2,980		
Displaying Expired Registration Plate Issued By Any State	5,203	Negligent Driving Vehicle In Careless And Imprudent Manner Endangering Property, Life And Person	2,673		
Driving Motor Vehicle On Highway Without Required License And Authorization	4,546	Failure To Attach Vehicle Registration Plates At Front And Rear	2,585		
Repair order - Stop Lights	4,513	Driver Failure To Stop At Steady Circular Red Signal	2,540	16	





Montgomery **County Police** arrested on average 3,323 people for driving under the influence from 2013 to 2018. The top months for DUI stops are in November and December when the holiday task force is underway.

#### DRIVING UNDER THE INFLUENCE – IDENTIFYING HOTSPOTS

NoahOnPatrol.org





Montgomery **County Police utilize** crash and citation data to prioritize locations for DUI high visibility enforcement and checkpoints. The map shows areas with higher rates of DUI crashes and Burtonsvil citations around Halloween 2014-2017.

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# PEDESTRIAN SAFETY ENFORCEMENT





Pedestrians

Drivers

The number of violations written to drivers violating pedestrians' right of way and pedestrians crossing illegally were nearly equal each year. MCPD conducts 280 pedestrian safety details each year.

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# PEDESTRIAN SAFETY ENFORCEMENT





The map on the left shows pedestrian safety enforcement locations and density of violations from 2013 to 2018.

Enforcement against drivers and pedestrians are based on the Pedestrian High Injury Areas and the Vision Zero High Injury Network.



# **CRITERIA FOR SPEED CAMERAS**

### Legal Requirements, cameras can only be placed

- Residential roads with a speed limit of 35 MPH or less OR
- School Zones

### **Site Selection:**

- Pre-enforcement verification: requests from citizens, collision data, community and environmental concerns (places of worship, schools, public facilities, etc.), pedestrian activity
- Data collection and analysis
- Site Visit
- Approval by Citizen Advisory Board for Traffic Issues (CAB-TI), and the Director of MCP's Traffic Division. The Traffic Division Director has final approval.



Placement of speed cameras are set by Maryland state law, Traffic Article 21-809.



# EVIDENCE OF SUCCESSFUL PROGRAM

#### VISION ZERO





# Framework – Emergency Room Analogy









# Recap of Meeting 1 – Equity Statement





# **<u>1. Definition</u>**

# 2. Discussion Questions

How do you define equity of Montgomery County's Vision Zero Program?

What does Equity look like if we are able to achieve it?

# VISION ZERO EQUITY STATEMENT



To achieve Vision Zero, Montgomery County will prioritize and allocate funding and resources to the communities that experience a disproportionate burden of traffic-related fatalities and serious injuries.

Guiding Principles:

- Community Engagement: Montgomery County will consider everyone's voices and concerns, which includes being proactive to engage communities that may not be represented in the process
- Access: Residents all over Montgomery County can safely access multiple transportation options to reach their destination.
- **High Injury Network:** Using a data-driven approach, Montgomery County will prioritize funding to the high injury network, with special attention to community that have higher rates of poverty, young people, and persons of color.
- Address Historical Disinvestment: Investments in areas that are historically underserved by transportation funding and projects.

### **QUESTIONS?**





https://www.montgomerycountymd.gov/visionzero/





# 3E's IN PRACTICE – PINEY BRACH RD PRSA





# **3E's IN PRACTICE – PINEY BRACH RD PRSA**

# VISION

#### **Preliminary Education Impact Findings**

#### **Performance Monitoring Methodology**

- Data on midblock crossings and signal adherence
- Baseline data collected 10/25 and 11/1
- Post-education data collected 11/30 and 12/5
- AM Peak (7:00am–9:30am) and PM Peak (2:30pm–6:30pm)



Pedestrian Behaviors	Percent Baseline	Percent Post- Education	% Change	Baseline Count	Post- Education Count
Mid-block Crossing	9.2%	6.7%	-27.2%	2,444	2,321
Crossing Outside of Crosswalk	8.5%	4.2%	-50.6%	322	307
Crossing During "Walk" Phase	59.9%	60.7%	1.3%		
Crossing during "flashing hand" Phase	4.6%	8.0%	73.9%	1,772	1,715
Crossing During "Do Not Walk" Phase	34.9%	31.3%	-10.3%		



# HIGH INJURY NETWORK





The High Injury Network (HIN) identifies roadway segments that have a higher amount of crashes (at least one crash per mile per year) relative to the amount of traffic on that road. MCDOT uses this initial list to identify roadways for engineering improvements.

# AGE OF PERSON KILLED OR SEVERELY INJURED









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### SEX OF PERSON KILLED OR SEVERELY INJURED





### TRAFFIC FATALITY RATE BY ETHNICITY AND RACE





Black or African Americans have the highest traffic fatality rate in Montgomery County and Hispanic residents are nearly tied.

Hispanic pedestrians are killed at a rate that is **3x higher** than Non-Hispanic White residents.

Source / notes

- CDC Mortality Data 2011-22015 via WONDER database
- Ethnicity/race not currently captured in crash database 38

### PEDESTRIAN & VEHICLE CRASHES BY PARTY AT FAULT



For the party deemed at fault, the rate has remained steady since 2012 with 60% drivers at fault, 30% pedestrians at fault, and 10% both/undetermined.

For fatal crashes between 2012 and 2017, the at fault rates were flipped with 40% for drivers, 57% for pedestrians, and 3% for both.



Note: numbers may not add to 100% due to rounding. MCPD will be reviewing the 2015-2017 unknowns and will update the results.

### SEVERE AND FATAL COLLISIONS BY CENSUS TRACT





	neighborhoods with
gher	Percentage of households that speak English less than "very well"
gher	Percentage of population that is Hispanic or Latino
gher	Percentage of households below the poverty level
wer	Median age

Crash Density was <u>higher</u> in