

VISION ZERO



NO TRAFFIC DEATHS BY 2030

**OUR PLAN TO ELIMINATE FATALITIES AND
SERIOUS INJURIES ON OUR ROADS**

UPDATE TO PBTSAC • 03/25/2021



PRELIMINARY 2020 CRASH STATISTICS



NOTE ON THE DATA PRESENTED

The County Government receives crash data from the Maryland State Police (MSP) for the following local police agencies operating in Montgomery County:

- Montgomery County Police (MCPD)
- Rockville City Police Department (RCPD)
- Gaithersburg Police Department (GPD)
- Maryland-National Capital Park Police, Montgomery County (M-NCPPC Police)
- Takoma Park Police (TPPD)

The County Government does not receive data from the following state and federal agencies:

- Maryland State Police (MSP)
- Maryland Transit Authority Police (MTAPD)
- National Park Service Police (NPS PD)

Therefore, the following roadways are excluded from County Government reporting.

- Interstates (I-270, I-370, I-495)
- Intercounty Connector (MD-200)
- National Park Service roads (Clara Barton Parkway and minor access roads)

For final reports for all roadways, see reporting from the Maryland Department of Transportation – Highway Safety Office at:

<https://mva.maryland.gov/safety/Pages/mhso/benchmark-reports.aspx>

PRELIMINARY 2020 CRASH TOTALS



<u>ALL CRASHES</u>	2019	2016 – 2019 Avg.	2020 Prelim.	% Change from 4-yr. Avg.
Cyclists	120	133	144	+8%
Drivers / Passengers	11,041	11,315	7,560	-33%
Pedestrians	500	485	356	-27%
TOTAL	11,661	11,933	8,060	-32%

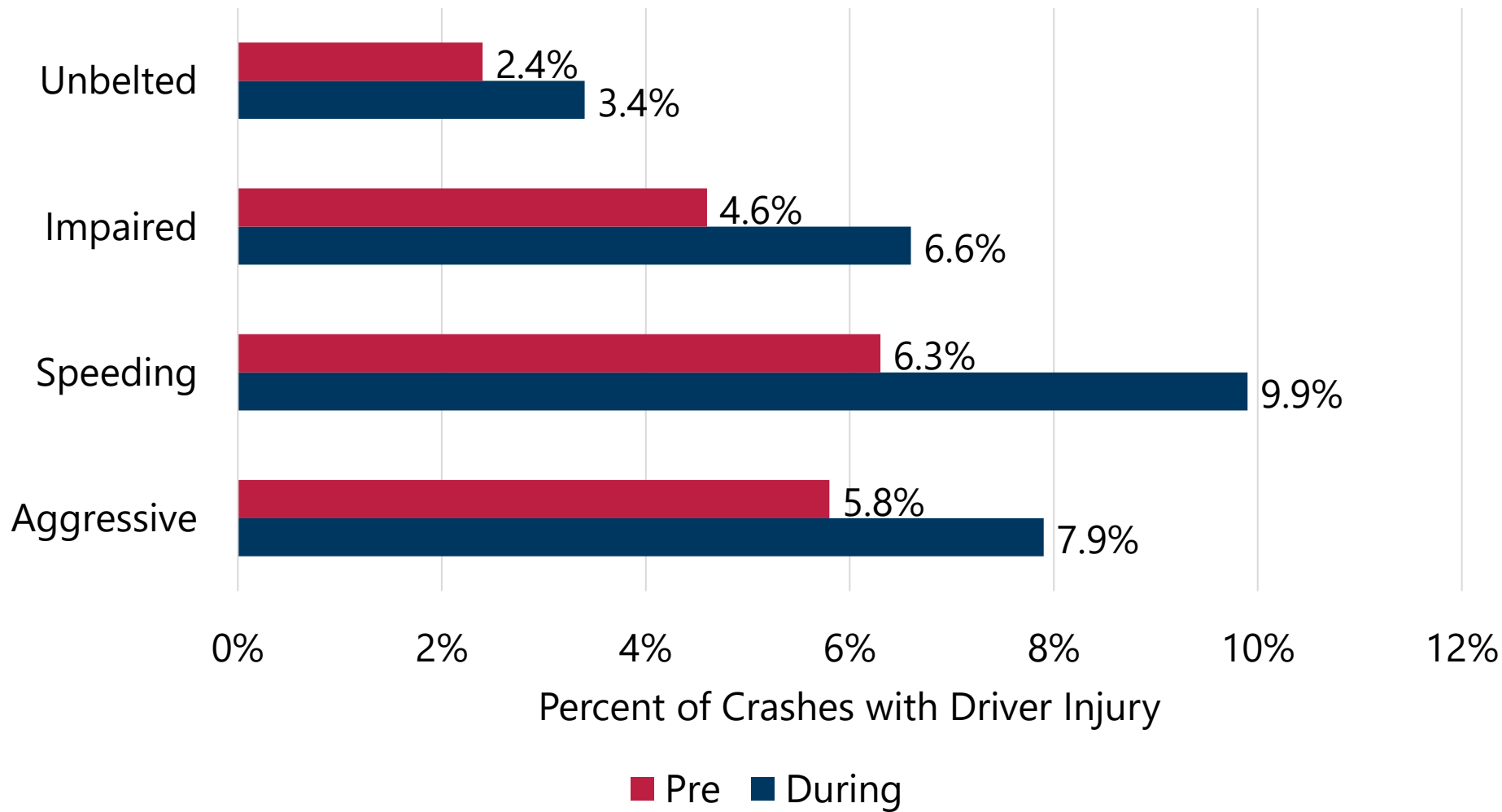
<u>FATAL CRASHES</u>	2019	2016 – 2019 Avg.	2020 Prelim.	% Change from 4-yr. Avg.
Cyclists	1	1	1	0%
Drivers / Passengers	18	16	22	+38%
Pedestrians	13	12	16	+33%
TOTAL	32	29	39	+34%

With the pandemic reducing the number of vehicles on the road, the overall number of crashes in 2020 dropped by a third compared to the prior 4-year average. Collisions between motor vehicles and people on bikes saw a slight increase.

For those still on the road and involved in a crash, there was a notable increase in speeding, impaired, and unbuckled drivers. The increase in risky behavior was observed nationwide. As a result, fatalities were up 34% in Montgomery County compared to the prior 4-year average. Fatalities are projected to increase nationwide in 2020.

- NOTES:
- **Red Text** = The number is preliminary and subject to change. 2020 cases are still being closed out.
 - Includes reports from MCPD, RCPD, GCPD, M-NCPPC Police, and TPPD.
 - % change = change from 2020 compared to the 2016-2019 average.

DRIVER BEHAVIOR FOR INJURY CRASHES



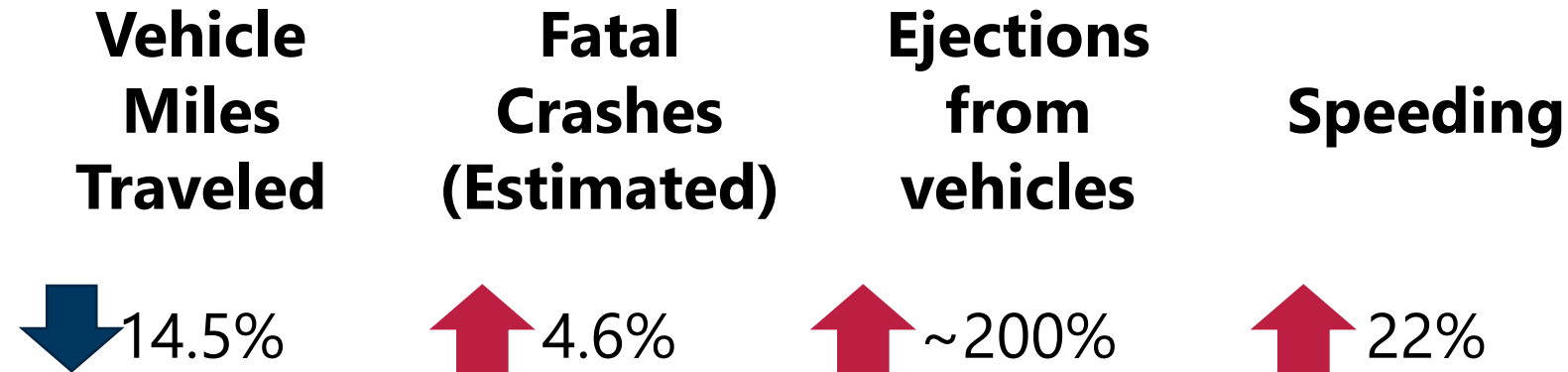
For drivers injured or killed in traffic crashes since the pandemic started in March 2020, there were increases in the proportion of crashes where the driver was unbelted, impaired, speeding, and driving aggressively. The increase in risky behavior was noticed across the US.

NOTES:

- Pre-pandemic = 1/1/2016 – 3/14/2020. During pandemic = 3/15/2020 – 3/15/2021.
- Includes reports from MCPD, RCPD, GCPD, M-NCPPC Police, and TPPD.

FATAL CRASH ESTIMATES FOR U.S. IN 2020

In the U.S., from January to September...



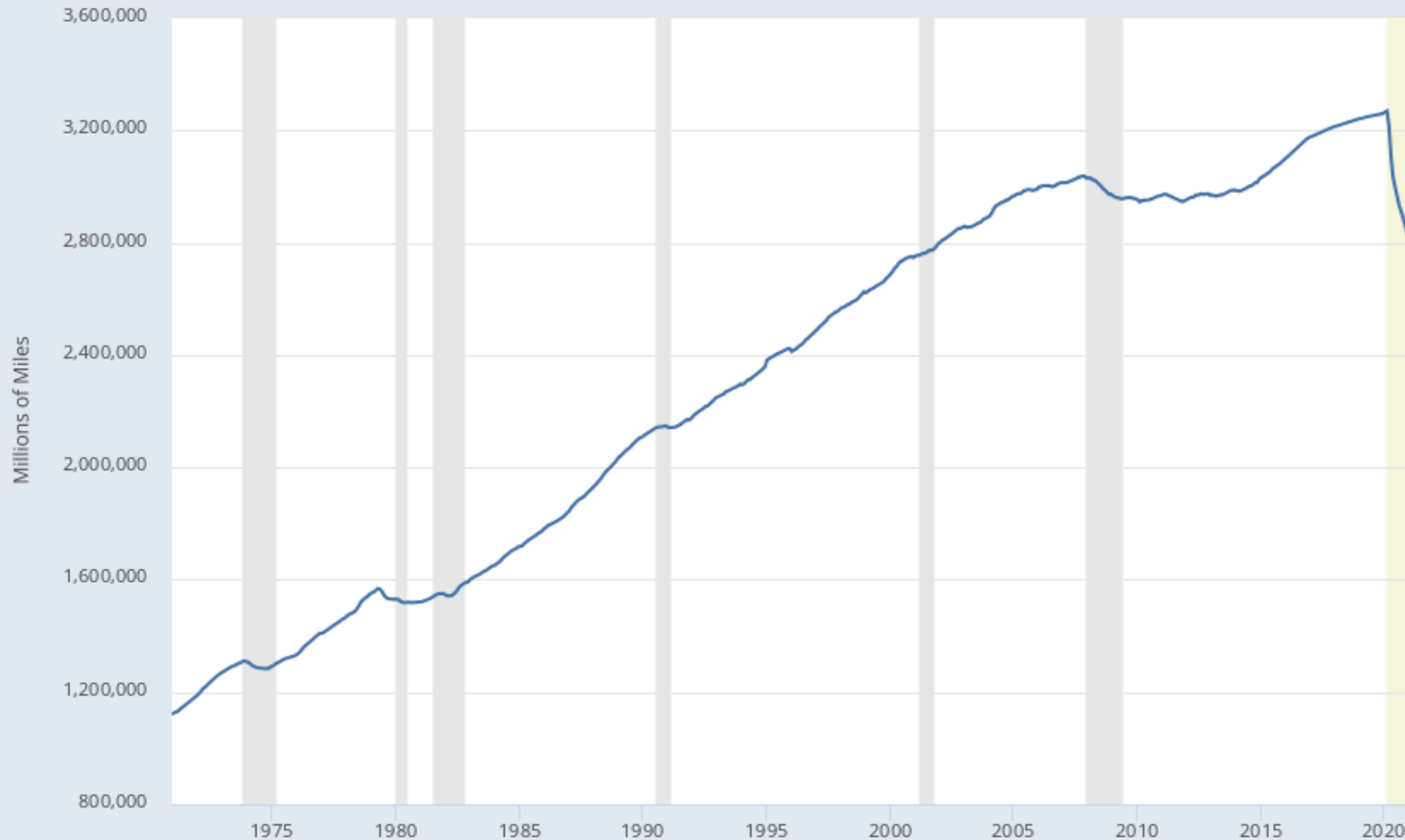
“Preliminary data tells us that during the national health emergency, fewer Americans drove but those who did took more risks and had more fatal crashes.

- One recent report showed a median 22% increase in speeds in select metropolitan areas.
- Sixty-five percent of drivers in trauma centers after a serious crash tested positive for drugs or alcohol.
- In April, double the average number of people were thrown from vehicles during crashes, indicating no seat belts.”

[-NHTSA Open Letter to the Driving Public](#)

MOVING 12-MONTH AVERAGE – US VMT

FRED — Moving 12-Month Total Vehicle Miles Traveled



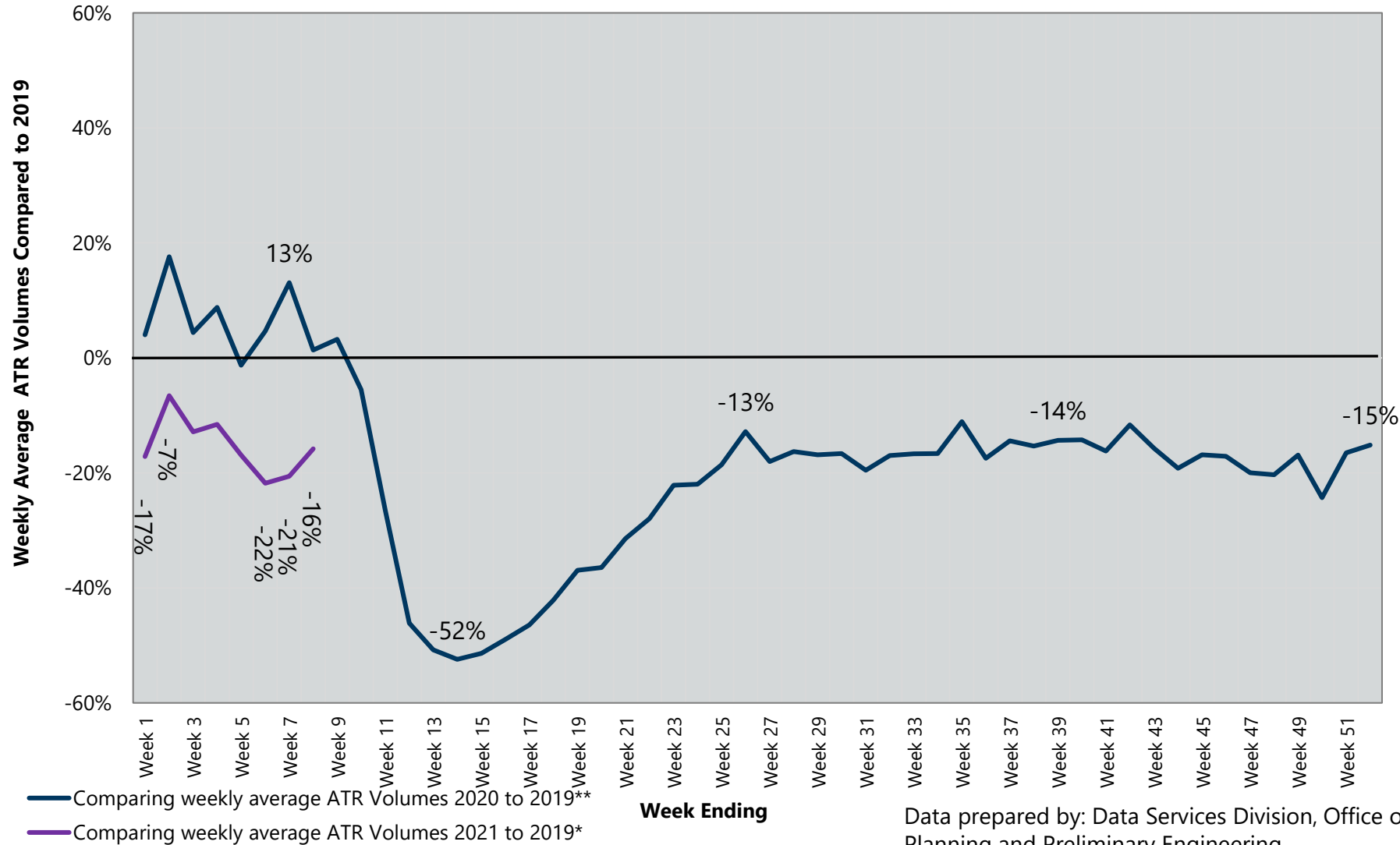
Source: U.S. Federal Highway Administration

myf.red/g/ChEI

For most recessions, highlighted in grey in the chart on the left, there was historically a drop in vehicle miles traveled (VMT) and a [corresponding drop in motor vehicle fatalities](#). As the area shaded in yellow for 2020 shows, the drop in VMT during the COVID-19 pandemic and recession was far steeper than previous recessions in the last 50 years.



Weekly Changes at Permanent Counters (ATR) from 2021 to 2019 and 2020 to 2019

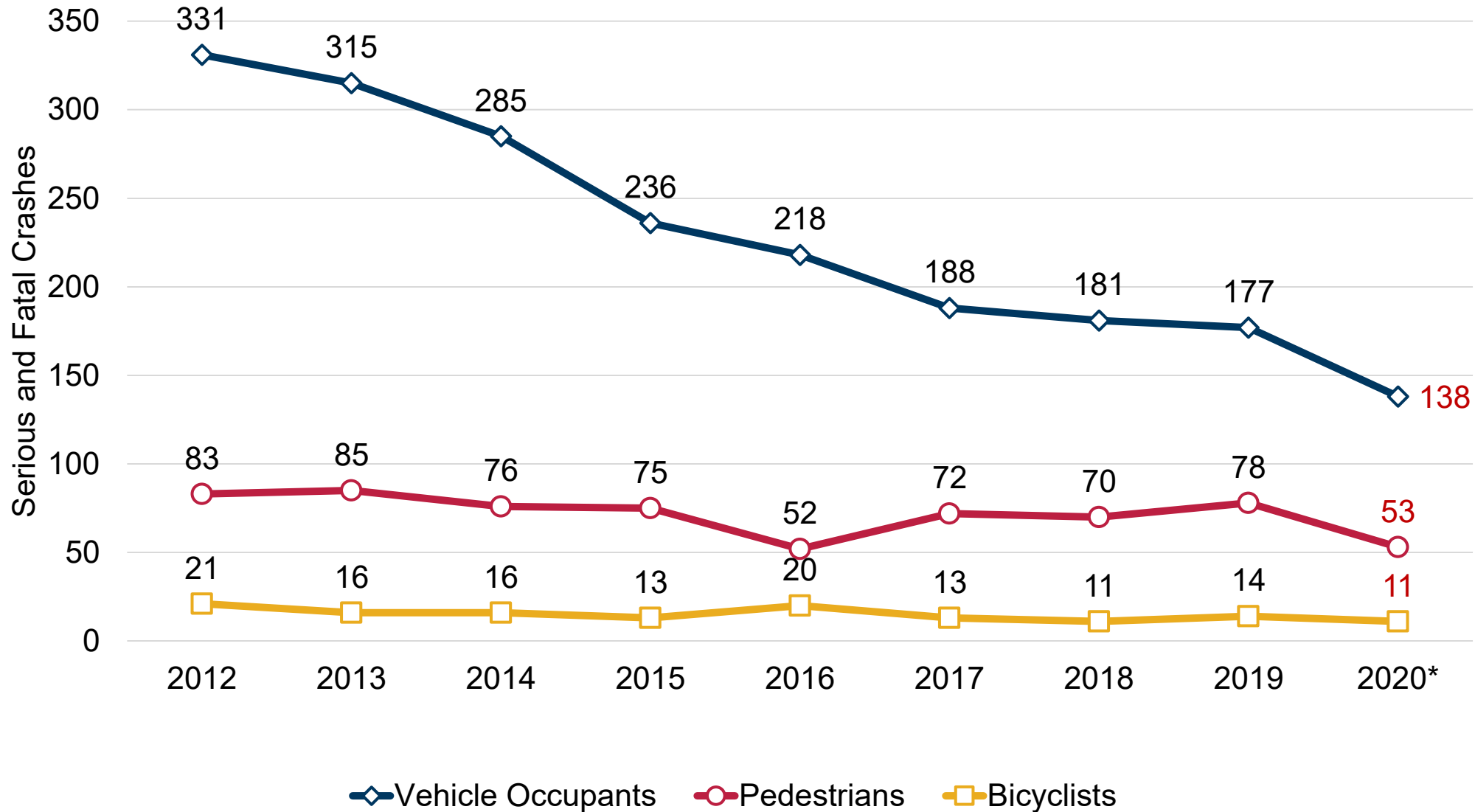


Data prepared by: Data Services Division, Office of Planning and Preliminary Engineering

The State Highway Administration operates a series of permanent counters to measure traffic volume. In Montgomery County, the permanent counters are along the interstates.

In Maryland, traffic dropped the most the week of April 5 to 11, 2020, then started to recover each week until plateauing at the end of June around a 13% decrease compared to the same week in 2019.

SERIOUS AND FATAL CRASHES BY YEAR

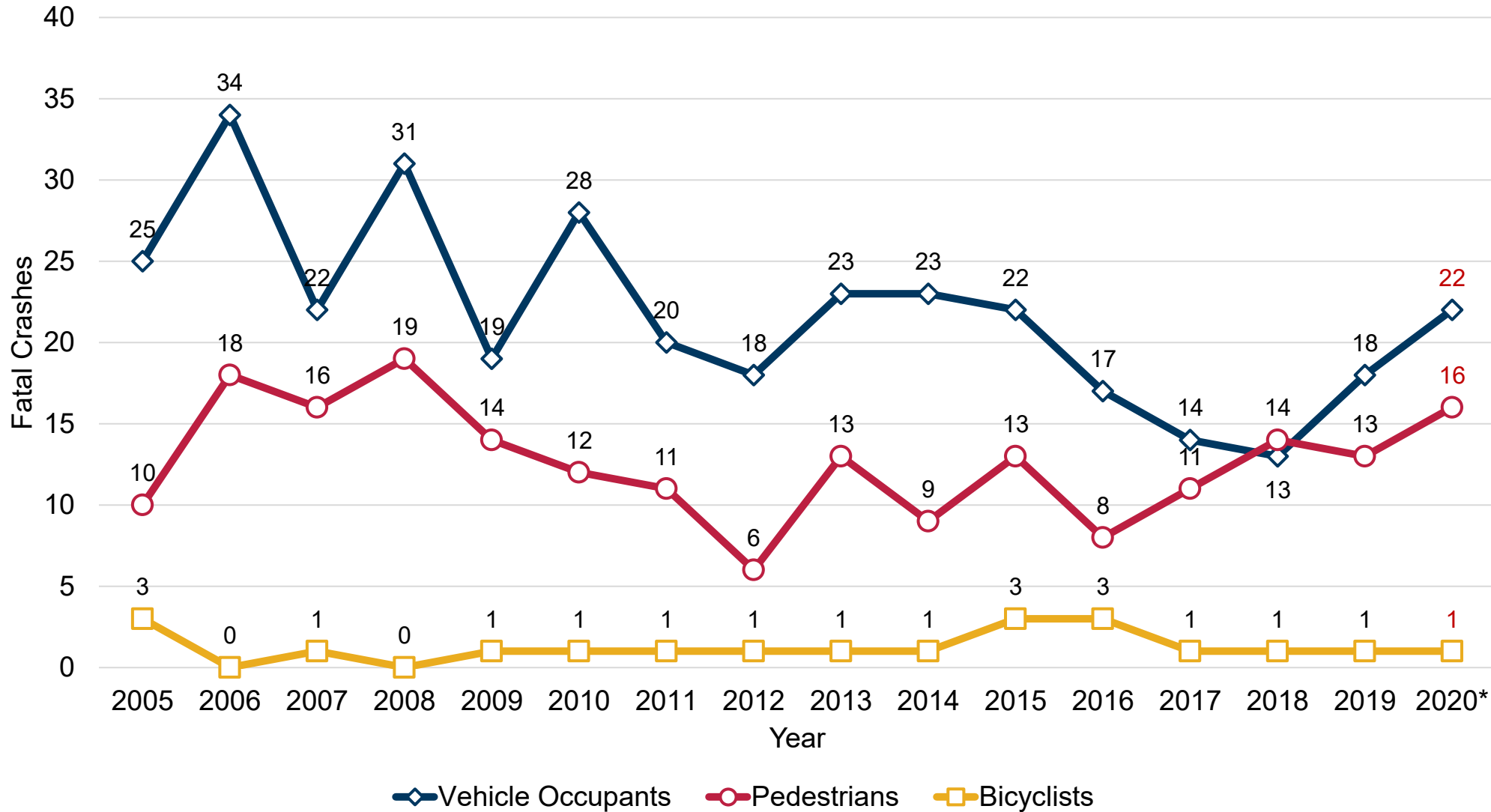


The number of serious and fatal crashes declined 25% compared to 2019. The largest decline was for people on foot with a 32% decline followed by people in motor vehicles at 22%. The number of people on bikes seriously injured or killed was largely unchanged.

Source: MCPD. To compare to pre-2015 data, only reports from MCPD, RCPD, GCPD and Park Police are included in the chart.

*2020 data are preliminary and subject to change

FATAL CRASHES BY YEAR



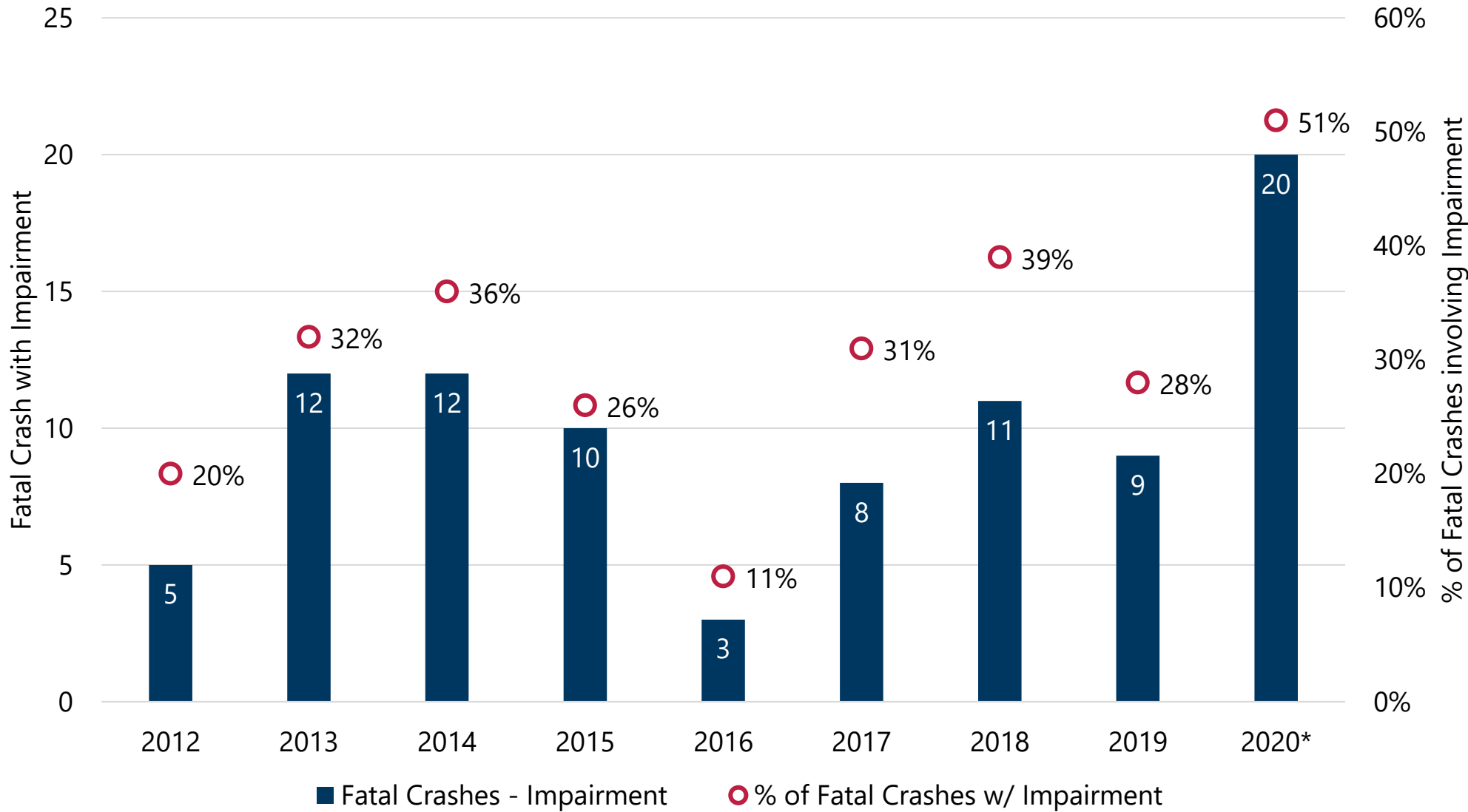
In 2020, there were **39 fatal crashes with 41 fatalities**. This is the highest total since 41 fatal crashes in 2010.

Vehicle occupant (drivers, passengers, and motorcyclists) fatalities reached a low in 2018 with 13 fatal crashes, but in 2020 returned closer to the average of 2010-2015.

Pedestrian fatalities have been on the rise since 2016. Nationwide, pedestrian fatalities increased by 51% from 2009 to 2019.

Source: MCPD Collision Reconstruction Unit
 *2020 data are preliminary and subject to change

IMPAIRMENT-RELATED FATAL CRASHES



51% of fatal crashes in 2020 involved at least one party in the crash being impaired (BAC ≥ 0.08). This was well above the 2016-2019 average of 30%. Of concern were BACs exceeding 0.20, which is a level of intoxication where [balance and muscle control is significantly deteriorated and blackouts can occur.](#)

Source: MCPD Collision Reconstruction Unit
 *2020 data are preliminary and subject to change



PRELIMINARY 2021 CRASH STATISTICS



The following charts for pedestrian and bicyclist crash data are slightly different than the numbers shown on slide 4 due to the exclusion of Takoma Park Police reports. Takoma Park Police reports are excluded to allow for comparisons to crash data collected before 2015 when the County Government did not receive data from Takoma Park. In 2015, the Maryland State Police moved to a new crash reporting system that allowed the County to receive Takoma Park reports.



Enforcement - Pedestrian Crash Data

Pedestrian Safety Program

Source: Montgomery County Police Department

* All numbers reflect MCPD's number count of recorded pedestrian related vehicle accident reports provide should be considered preliminary.

	Pre-Ped Safety Program		Post-Pedestrian Safety Program														2010 thru 2020 (Average)	2010 thru 2020 (Running Months Accumulative Average Total)
	2007 thru 2009 (Average)	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021		
January	37.67	32	47	34	34	28	39	51	41	45	50	52	33	36	53	25	42.00	42
February	33.67	34	30	37	39	27	36	37	23	42	48	43	35	46	50	8	38.73	81
March	34.67	34	38	32	33	38	29	36	29	31	34	43	28	42	24	13	33.36	114
April	32.00	34	34	28	33	36	28	43	22	27	29	39	25	46	14		31.09	145
May	41.33	32	47	45	33	28	36	40	35	33	28	42	33	34	17		32.64	178
June	31.67	30	24	41	33	17	35	33	31	32	35	41	28	40	22		31.55	209
July	30.33	18	37	36	33	24	23	29	31	37	24	16	28	26	28		27.18	237
August	30.67	24	37	31	26	33	31	36	27	35	31	39	30	31	22		31.00	268
September	34.00	37	35	30	40	32	35	41	42	33	41	35	40	35	28		36.55	304
October	35.00	36	31	38	44	43	44	55	54	48	54	55	47	52	39		48.64	353
November	47.67	60	38	45	43	42	48	40	42	57	39	43	58	45	27		44.00	397
December	44.33	33	49	51	44	51	41	37	43	57	51	46	58	54	27		46.27	443
Total Collisions	433	404	447	448	434	399	425	478	420	477	464	494	443	487	351	46	443	
Per 100,000 (incl. Takoma Park)		42.9	46.9	46.1	44.5	40.2	42.2	47.0	40.9	46.0	44.5	46.7	42.1	46.4				
Serious Pedestrian Collisions Totals (Level 4 & 5)	123	122	116	132	119	103	83	86	76	75	52	72	70	78	53	9	79	
Serious Pedestrian Collisions as a % of All Pedestrian Collisions (Level 4 & 5)		30%	26%	29%	27%	26%	20%	18%	18%	16%	11%	15%	16%	16%	15%	20%		
Total Fatalities (bodies)	17	17	19	14	13	11	6	13	9	13	8	11	14	13	16	2	12	
Per 100,000 (incl. Takoma Park)		1.8	2.0	1.4	1.3	1.1	0.6	1.3	0.9	1.3	0.8	1.0	1.3	1.2				

Red Text = The number is preliminary and could be subject to change.

"Level 4" Injury Severity (Suspected Serious Injured)= The person was recorded as being disabled (Incapacitated) or 'Suspected Serious Injured' due to the accident.

"Level 5" Injury Severity (Fatal Injury) = The person was recorded to be dead or died due to the accident.

CY2015 and moving forward will included related collision reports written by MCPD, RCPD, GCPD, and MNPP. Before CY2016 only MCPD, PCD, and GCPD were included.

Pedestrian Type = 'Pedestrian', 'Other', 'Other Conveyance', and 'Machine Operator/Rider'



Enforcement - Bicyclist Crash Data

Source: Montgomery County Police Department

* All numbers reflect MCPD's number count of recorded bicyclist related vehicle accident reports provide should be considered preliminary.

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2007 thru 2020 (Average)	2007 thru 2020 (Running Months Accumulative Average Total)
January	1	5	5	5	2	5	11	5	2	5	3	5	3	7	5	4.60	5
February	0	5	1	1	3	4	1	1	1	3	9	7	4	8	5	3.53	8
March	6	2	3	5	3	8	2	2	3	9	6	5	4	8	2	4.53	13
April	6	2	10	17	9	11	6	10	8	13	13	11	5	7		9.14	22
May	15	8	16	11	13	18	9	16	18	9	13	10	14	8		12.71	35
June	13	12	15	17	19	24	7	19	27	18	16	12	15	16		16.43	51
July	21	18	14	24	12	11	9	18	16	18	16	15	18	18		16.29	67
August	13	15	11	15	18	24	17	12	21	28	18	15	9	15		16.50	84
September	20	8	19	17	19	20	20	11	13	17	15	10	17	25		16.50	100
October	9	11	12	15	10	13	10	11	21	14	14	14	17	15		13.29	114
November	7	5	6	5	11	6	5	9	10	10	11	8	9	13		8.21	122
December	6	6	4	2	6	1	5	7	9	5	4	3	4	4		4.71	126
Total Collisions	117	97	116	134	125	145	102	121	149	149	138	115	119	144	12	127	
Per 100,000 (incl. Takoma Park)	12.4	10.2	11.9	13.7	12.6	14.4	10.0	11.8	14.4	14.3	13.0	10.9	11.3				
Serious Bicyclist Collisions Totals (Level 4 & 5)	20	13	22	17	13	21	16	16	13	20	13	11	14	11	1	16	
Serious Bicyclist Collisions as a % of All Bicyclist Collisions (Level 4 & 5)	17%	13%	19%	13%	10%	14%	16%	13%	9%	13%	9%	10%	12%	8%	8%		
Total Fatalities (bodies)	1	0	1	1	1	1	1	1	3	3	1	1	1	1	0	1	
Per 100,000 (incl. Takoma Park)	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.3	0.3	0.1	0.1	0.1				

Red Text = The number is preliminary and could be subject to change.

"Level 4" Injury Severity (Suspected Serious Injured)= The person was recorded as being disabled (Incapacitated) or 'Suspected Serious Injured' due to the accident.

"Level 5" Injury Severity (Fatal Injury) = The person was recorded to be dead or died due to the accident.

CY2015 and moving forward will included related collision reports written by MCPD, RCPD, GCPD, and MNPP. Before CY2016 only MCPD, PCD, and GCPD were included.

Bicyclist Type = 'Bicyclist' and 'Other Pedalcyclist'