



Bill 11-23, Safe Streets Act of 2023

Implementation Update – October 21, 2024

Bill 11-23 Requirements



SRTS Crash Reviews

Follow-up on Police crash investigations for people struck walking, biking, or using other device to or from school or school bus stop within 6 months of notification.



Traffic Signal Modifications

Restrict right turns on red and provide a leading pedestrian interval at County owned traffic signals. Report annually for any signals not modified.



Automated Enforcement Action Plan

Provide annual updates to Police's expansion efforts for approved automated traffic enforcement.



Safe Routes to School Infrastructure Reviews

Safe Streets Act and School Safety

Crash reviews for people on foot or on bike going to or from school or school bus stop. Requirement takes effect 7/1/2025, but reviews are underway with supplemental funding.

31-9A. Safe Routes to School Infrastructure Review:

- Upon notification by law enforcement of a traffic collision involving a pedestrian walking, biking, or using other non-motorized conveyances to or from school, MCDOT must perform a safe route to school infrastructure review within 6 months.
- In addition to going to or from school, the crash must be on a County road and within a school zone or within an MCPS defined walkshed between 7AM and 9PM on a school instructional day.
- The County will also review crashes involving a non-motorist at a school bus stop if notified by law enforcement or MCPS.

Review Requirements:

- Any deficiencies in engineering, traffic control, and traffic operations.
- Appropriate corrective actions and crash reduction countermeasures.
- Prior collisions in the vicinity.
- Any changes to safety-related outreach and education programs, if warranted.

SRTS Crash Review Setup

Reviews and referrals underway. MOU signed between all parties.

Finished

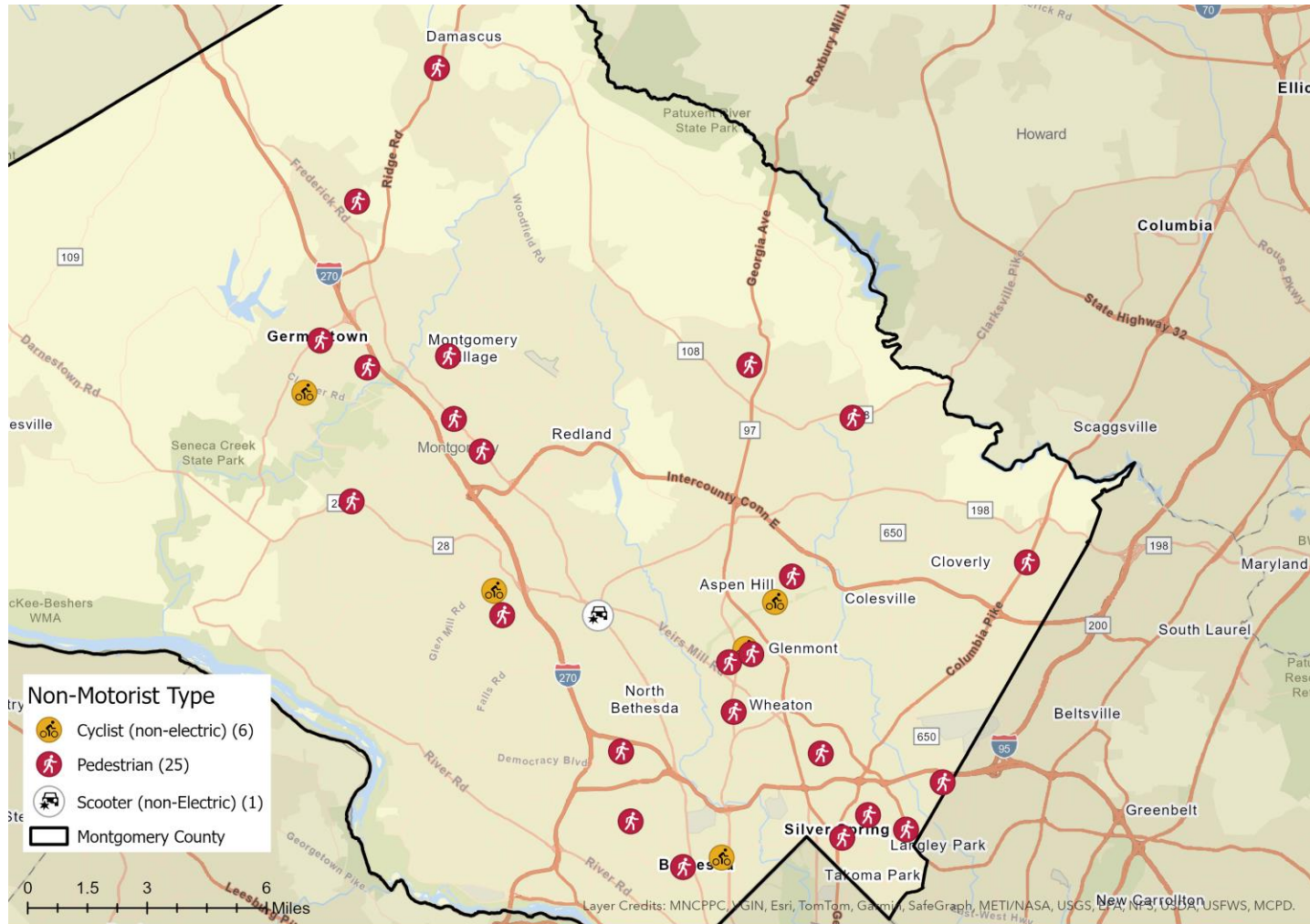
- ✓ Encumbered supplemental funding within MCDOT to support field reviews and report drafting.
- ✓ Developed workflow to review and transmit crash reports monthly between MCDOT and MCPD.
- ✓ Signed MOU between MCG and MCPS identifying each agencies roles and responsibilities under the Safe Streets Act of 2023.
- ✓ All crashes between January 1, 2024 and the end of the school year have been reviewed and sent to the agency having jurisdiction.
- ✓ MCDOT developed report template to meet the Act's requirements.

To do

- Finish drafting first infrastructure review reports due in January 2025. Expect first reports finished this fall.
- Update the MCDOT website to host the reports.
- Continued partnership between MCDOT and MCPD to further streamline the review and referral process.

SRTS Crash Referrals To-Date

32 crash referrals between January 1 – September 30.



- 32 crashes referred involving someone likely going to or from school
 - 18 to MCDOT
 - 8 to SHA
 - 5 to MCPS (in school parking lots)
 - 1 City of Rockville
- Crashes by non-motorist type
 - 25 pedestrian
 - 6 non-electric cyclist
 - 1 non-electric scooter
- 1st referrals sent in July 2024 with reports due in January 2025. MCDOT expects to publish first reports this fall.

Crashes to/from School 2024 Year-to-Date



Traffic Signal Modifications

Traffic Signal Modifications – NToR & LPI

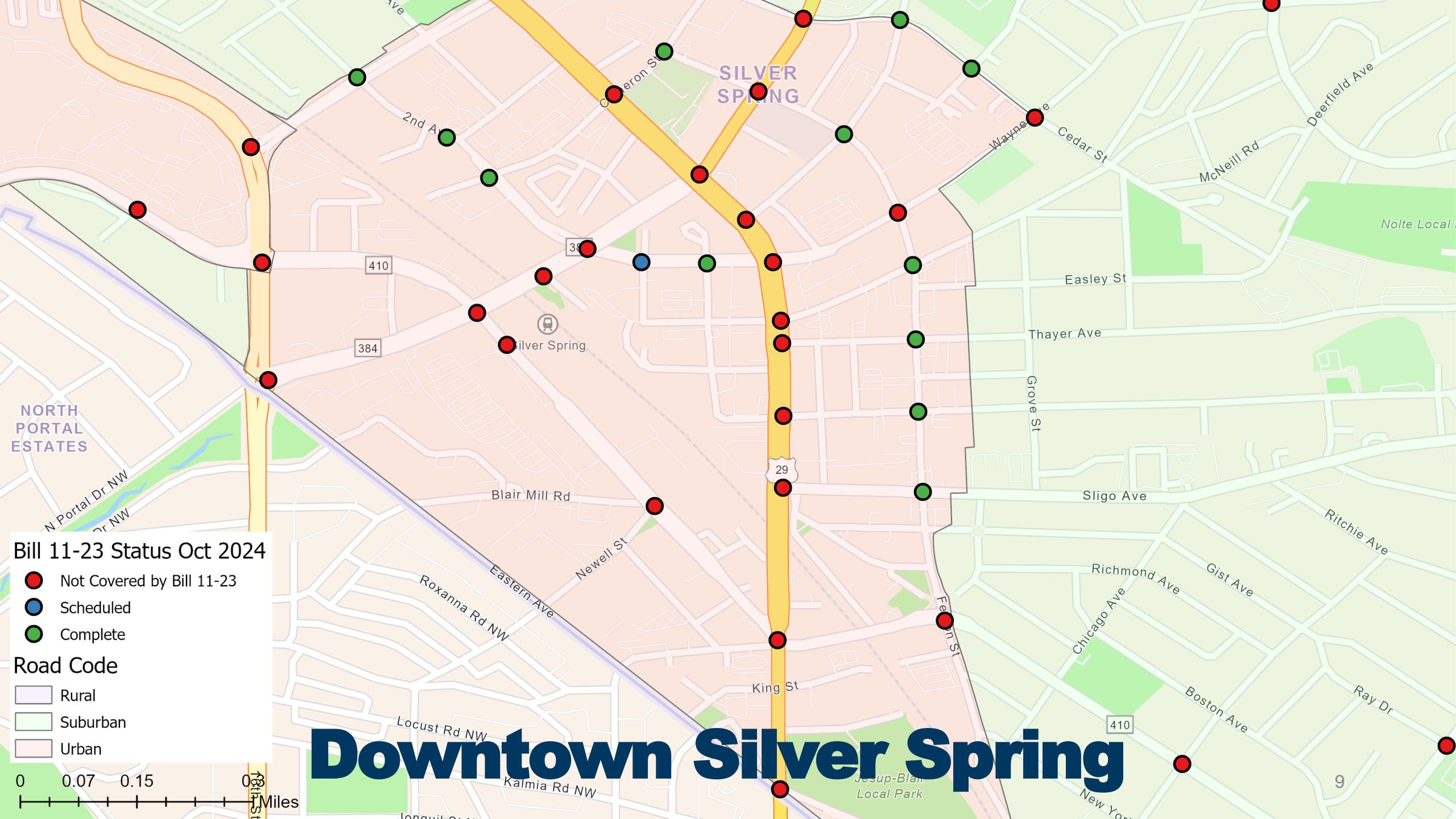
By 7/1/2025, implement no right turn on red (NToR) and leading pedestrian intervals (LPIs) in downtowns, town centers, and near pedestrian generators like school and parks.

Inventory of applicable signals:

- MCDOT identified over 200 intersections where Bill 11-23 requires a review.
- List will grow as new signals are added to the roadway network and policy areas change under master plan updates.

Work completed to-date:

- Secured supplemental funding to start work this year.
- Secured contractor to utilize the supplemental funding.
- Completed installation of no right turn on red and leading pedestrian interval at 31 intersections. 29 out of 31 in Downtown Silver Spring and Downtown Bethesda.
- On schedule to complete reviews and programming by June 2025.
- MCDOT expects additional modifications into FY26 as the department monitors safety performance and potential need for changes to equipment.



SILVER SPRING

NORTH PORTAL ESTATES

Downtown Silver Spring

Silver Spring

29

410

384

410

9

2nd Ave

Cameron St

Wayne St

Cedar St

McNeill Rd

Deerfield Ave

Easley St

Grove St

Thayer Ave

Sligo Ave

Blair Mill Rd

Newell St

Ritchie Ave

Richmond Ave

Gist Ave

Locust Rd NW

Kalmia Rd NW

King St

Fenn St

Chicago Ave

Boston Ave

Ray Dr

Longuit Ave

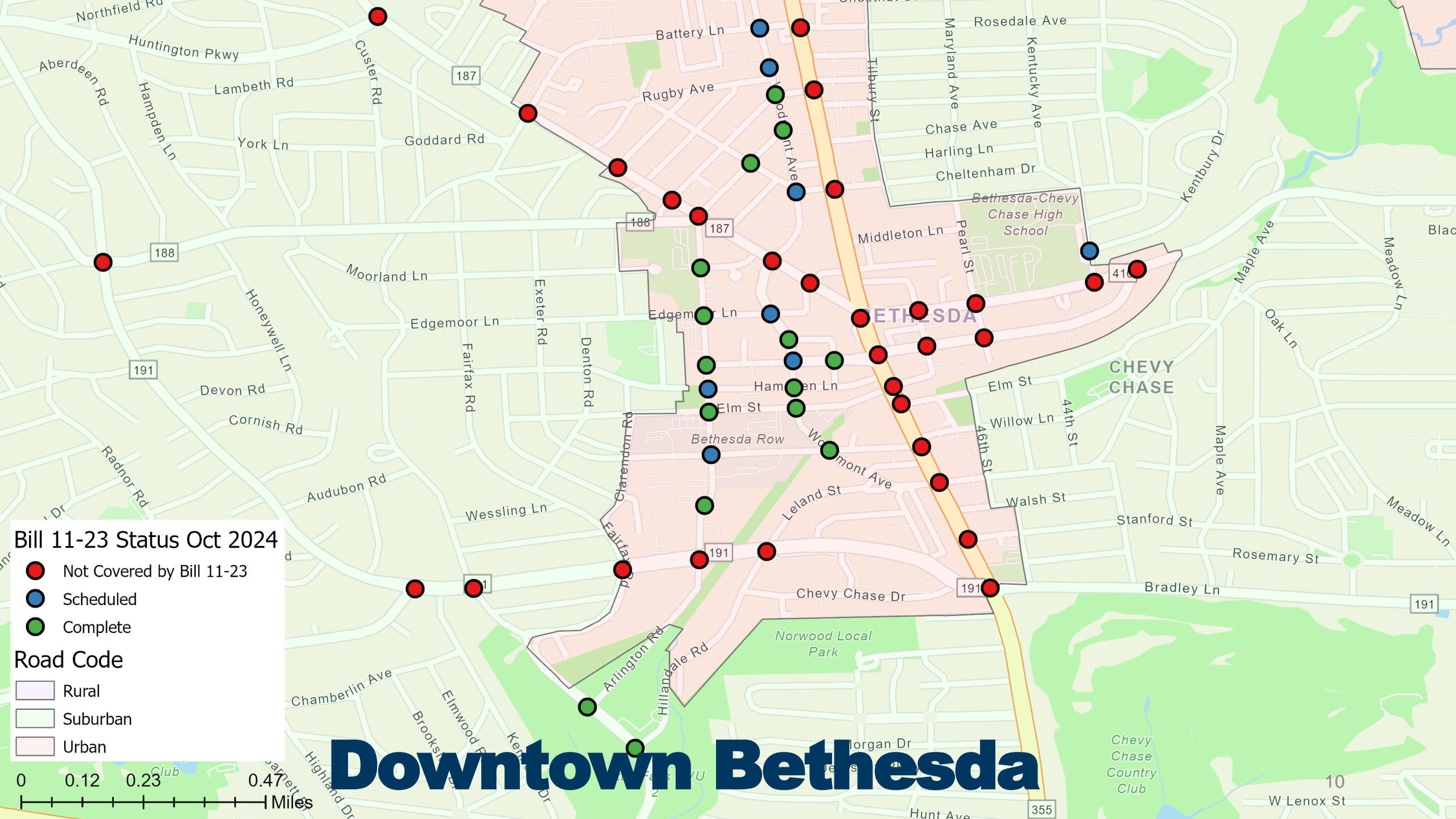
Jesup-Blair Local Park

New York

Nolte Local

N Portal Dr NW
Dr NW

Bill 11-23

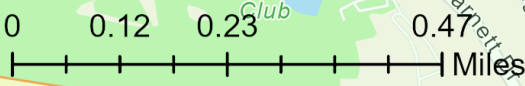


Bill 11-23 Status Oct 2024

- Not Covered by Bill 11-23
- Scheduled
- Complete

Road Code

- Rural
- Suburban
- Urban



Downtown Bethesda



Bill 11-23 Status Oct 2024

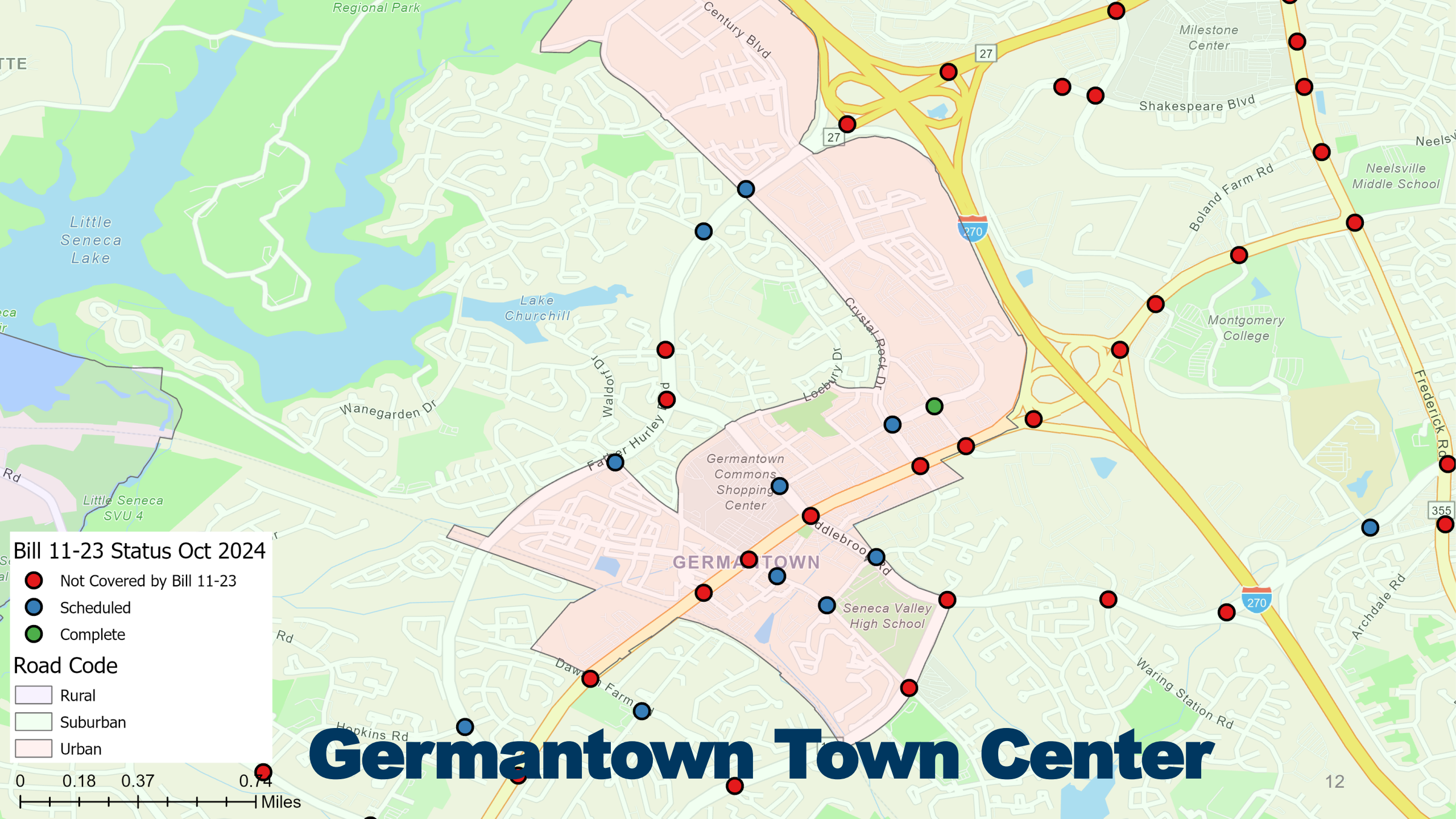
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Wheaton CBD



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- Rural
- Suburban
- Urban



Germantown Town Center



Automated Traffic Enforcement Plan

ATE Saves Lives and Prevents Injuries

Past reviews of speed and red-light programs show reduction in bad driving behaviors and injuries.

- [Automated speed enforcement](#)
 - 62% reduction in the likelihood that a vehicle was traveling more than 10 mph above the speed limit at camera sites.
 - 39% reduction in the likelihood that a crash resulted in an incapacitating or fatal injury.
- [Automated red-light enforcement](#)
 - a reduction in side impact crashes
 - changes in rear-end collisions depending on the local driving populations
 - a reduction in aggressive driving behavior at the RLC and its downstream intersections
 - more drivers reduce speeds when passing through a yellow phase
 - more drivers choose to stop when encountering a yellow phase
 - less red-light-running vehicles

ATE Expansion Goals

Allowing for more sites and approving use of new technology

- Expansion of current fleet of speed and red-light cameras to provide wider coverage at approved sites.
- Seek changes to State Law to allow for proven safety technology to be used on known dangerous corridors.
- Seek changes to State Law to allow for new types of automated enforcement in Montgomery County.



Automated Traffic Enforcement

2024



Strategically deploying enforcement technologies to effectively monitor and address traffic violations.

Our mission

To improve public safety on area roadways and around school zones by deterring dangerous driving behaviors and ensuring compliance with traffic regulations.

Explore and evaluate new technology in automated enforcement beyond speed and red-light enforcement.

Leveraging cutting-edge technologies, the plan aims to address emerging safety concerns and adapt to evolving traffic dynamics.

Effective automated enforcement solutions that align with the County's Vision Zero objectives.



Red Light Camera Overview

Traffic Light with Steady Indication (TA21-202)

- \$75.00 Civil Fine
- 0 points, no reciprocity

Current Allotment

- 51 cameras are currently in operation

Expansion

- 5 cameras per year
- 76 total by 2026

Red light cameras are placed at intersections based on the most recent crash data.



Speed Camera Overview

Citations based on Speed Monitoring Cameras (TA21-202)

- \$40.00 Civil Fine
- 0 points, no reciprocity

Current Allotment

- 110 cameras are currently in operation.
- 66 portable camera units (PCU)
- 38 Fixed Pole
- 6 Mobile Vans

Expansion

- 10 cameras per year
- 140 total by 2026

Speed cameras are placed based on community requests, crash data, and evidence of speeds exceeding the posted speed limit by 12 MPH.

44 Newly Approved Speed Camera Locations

Bradley Boulevard (MD-191) – 5100 Block
Bradley Lane – 4100 Block
Brighton Dam Road – 90 Block
Brighton Dam Road – 200 Block
Brink Road – 10300 Block
Capitol View Avenue(MD-192) 9900 Block
Carroll Avenue – 8700 Block
Clarksburg Road (MD-121) – 20300 Block
Clarksburg Road (MD-121) – 27200 Block
Darnestown Road (MD-28) – 12500 Block
Ednor Road – 1200 Block
Elgin Road (MD-109) – 1700 Block
Esworthy Road – 13900 Block
Frederick Road (MD-355) – 22800 Block
Georgia Avenue (MD-97) – 11600 Block
Georgia Avenue (MD-97) – 22100 Block
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Glen Mill Road – 11800 Block
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Goldsboro Road (MD-614) – 6200 Block
Hadley Farms Drive – 7300 Block
Jones Lane – 14600 Block

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Changes to state law would be necessary if the County wanted to explore or implement any of the following commercially available enforcements:

- Over height enforcement
- HOV enforcement
- Bike lane enforcement
- Railroad crossing enforcement
- Distracted driving enforcement
- Seat belt enforcement

Move over enforcement – this would require testing and US standardization/approval of the light bar since it is overseas based.

Bus lane and excessive noise enforcement recently passed during the 2024 Maryland General Assembly. Local law will need to be passed and new contractors on board to implement the newly legalized enforcement systems.

Overall, the plan emphasizes a proactive approach to automated enforcement, leveraging technology to mitigate risks, promote adherence to traffic laws, and ultimately enhance road safety for County residents and commuters.

Speed On Green

- Red-light cameras are placed at specific locations through the county based on crash data. The severity of the crashes and then ranked.
- Red-light cameras have the capability to also enforce excessive speeding.
- Intersections have been identified that meet the states requirements for automated speed enforcement.
- Drivers will only receive one violation with priority given to the red-light violation.
- A driver exceeding the posted speed limit speeding running a red-light will only receive the red-light citation.
- A driver exceeding the posted speed limit while the light is green will receive a speed citation.
- This is an added service with our current contract.

Bus Lane

- Currently working WMATA and MCDOT on pilot project.
- Our staff has completed citation review and process during the pilot.
- Ongoing meetings to discussing next steps.

Priorities for the 2025 Maryland General Assembly

Graduated Fine Schedule

- A graduated fine schedule is being drafted for consideration in a bill for the 2025 General Assembly.

High Injury Network (HIN)

- Enabling automated speed enforcement on road corridors identified as part of the HIN in the Vision Zero 2030 Action Plan.

Driver Distraction is one of the leading causes of traffic crashes, in Maryland and nationally

MARYLAND

600 deaths on Maryland roads in 2023 – the most in nearly 20 years

—
Nationally, the trend in 2023 was fewer road deaths. Maryland saw an increase.

LOCAL NEWS

Maryland DOT: Distracted driving the leading cause of motor vehicle crashes and fatalities

Our current mitigation tactics are limited.

1

Hands-free laws clunky to enforce; hard for officers to see inside vehicles.

2

No ability to measure whether educational programs are making a difference.

3

Police are short-staffed; not an effective use of resources.

Speed cameras & radar guns exist to help combat speeding... why not something similar for distracted driving?



New camera technology has arrived. It's now possible to detect driver distraction.



Privacy-centric: Camera angle obscures face from any capture

Face-blurring also applied to videos on device itself; no facial evidence leaves the device

Montgomery piloted the technology: 780 violations detected across 3 days

Tested in just 3 locations for a few hours each:

- Weller & Connecticut/Georgia
- Arcola & Channing/University
- Newport & Veirs Mill/Denfield

The Stats:

- **Violations per hour: 28**
- Over 780 violations detected in 3 days



Motion: 1228047.00



event_20240905_170053_motion.avi

Motion: 1359395.00



event_20240904_213647_motion.avi

Motion: 632607.50



event_20240905_191023_motion.avi

We can end driver distraction, with automated enforcement

How it works:

- Cameras automatically capture evidence
- Evidence package reviewed by PD
- Vehicle owners are sent citation in mail

Advantage:

- Maximizes deterrence, while force-multiplying police resources



Montgomery County Police Department
Automated Traffic Enforcement Unit
Post Office Box 10549
Rockville, Maryland 20849

CELL PHONE USAGE VIOLATION

You can watch color video & images, and pay with Visa/Mastercard at: <http://toto.drivesafer.com>

CITATION #: **PIN:**

Date: September 25th, 2024

To: John Doe

Please take notice that the vehicle described and pictured herein was captured using Cell Phone in hands, at the location, date, and time specified below, in violation of Title __ Subtitle __ of the Transportation Article. Therefore, under Maryland State Law, Transportation Article __-__, as the registered owners) or lessee (six months or more) you are liable for the violation. Unless you elect to go to court, a civil penalty in the amount of \$___ must be paid by the due date shown on this notice.

PAYMENT OF THE PENALTY AMOUNT FOR THE VIOLATION WILL NOT RESULT IN POINTS AND CANNOT BE USED TO INCREASE YOUR INSURANCE RATES.

WARNING: FAILURE TO PAY THE PENALTY SHOWN, OR TO CONTEST LIABILITY DESCRIBED IN THE NEXT PARAGRAPH IS AN ADMISSION OF LIABILITY AND MAY RESULT IN THE REFUSAL OR SUSPENSION OF THE MOTOR VEHICLE REGISTRATION.

You must pay or contest this citation by the due date noted below. If you appear in court, the maximum amount you can be charged is \$500.00 fine plus court costs.

Recorded images are evidence of a violation of the Maryland law requiring that vehicle must come to a complete stop before the Stop Sign.



**With the right tools,
Montgomery County
can solve a local and
national problem!**

THANK YOU