

UPDATED IMPACTS FOR BILL 11-23 AS OF JUNE T&E SESSION

This document provides a summary of anticipated operational, crash, and financial impacts of County Council Bill 11-23 based on decisions made through the June 29, 2023 T&E committee work session.

There are three elements of the bill (1) a study requirement intended to improve school zone safety, (2) required implementation of no right-turn-on-red (NToR) and Leading Pedestrian Intervals (LPI) at certain County-owned traffic signals, and (3) a required plan for automated enforcement within the County. The first and third elements of the bill are not expected to directly reduce total crashes or serious/fatal crashes. The second element of the bill is related to a specific safety countermeasure for which a crash reduction can be estimated.

The school zone crash assessments have a relatively wide range of budget impact as described below and are not expected to directly reduce overall crash frequency or serious/fatal crash occurrence, ranging from \$21,000 to \$132,000 for County road crash reviews depending on the geographic extent of the school influence area considered. This cost does not include the cost to other agencies who may elect to conduct these reviews, nor the cost of implementing countermeasures (if any) resulting from the reviews.

The NToR and LPI element of the bill is estimated to eliminate 4-6 pedestrian and bike crashes with perhaps 1 being a serious or fatal crash each year. Implementation of these countermeasures as called for in the bill is estimated to cost between \$1,075,000 and \$1,500,000.

The automated enforcement plan requirement represents a work effort already underway by MCPD's Traffic Division and does not require additional resources.

The total estimated cost range to implement is \$1,096,200 to \$1,632,500 depending on the final decision for crashes required to have an infrastructure review.

NON-MOTORIST CRASH REVIEWS IN AND NEAR SCHOOLS

As we understand the outcome from the Transportation and Environment Committee's two work sessions on this bill, the legislation would require the Montgomery County Police Department (MCPD) to report crashes occurring around schools to the owner of the facility where the crash occurred, largely Montgomery County Public Schools (MCPS) for crashes on school property, MDOT/SHA for crashes on State Highways, municipal governments for roads within cities and towns, and MCDOT for County streets. MCPD would maintain and periodically publish records of crash referrals to each agency.

For County streets, the bill would require MCDOT to perform an infrastructure review after a crash occurs on a County street near a school. The results of each crash examination must be posted on the County website within six months of crash notification. As of the June 29 T&E work session, the scope of the crashes requiring reviews was not agreed upon by the committee. Below are three scenarios based on the committee's discussion. Costs are shown for reviewing all crashes with a pedestrian or cyclist struck in the walkshed and crashes on

County Government owned roadways with other crashes referred to the owner of the facility where the crash occurred.

The range of possible budget requirements for these studies is from roughly \$21,000 under the most restrained option to over \$132,000 for the most expansive option evaluated below. These estimates do not reflect the cost of any countermeasures identified through the reviews.

NON-MOTORIST CRASHES IN COUNTY DESIGNATED SCHOOL ZONES

Require MCDOT to review crashes involving a school-aged person (ages 6-19) walking or biking within County Government designated school zones.

- Estimated annual studies required: 8-10
- Estimated staff/contractor time: 160 to 200 hours (0.1 full time equivalents)
- Estimated cost: \$21,200 to \$26,500

NON-MOTORIST CRASHES WITHIN AN MCPS DESIGNATED WALKSHED¹

Require MCDOT to review crashes involving a school aged person (ages 6-19) walking or biking within the walk zone designated by the Montgomery County Public School's Department of Transportation.

- Estimated annual studies required: 25-30
- Estimated staff/contractor time: 500 to 600 hours (0.24 to 0.29 FTEs)
- Estimated cost: \$66,250 to \$79,500

NON-MOTORIST CRASHES WITHIN ONE MILE OF A MCPS SCHOOL BUILDING

Require MCDOT to review crashes involving a school aged person (ages 6-19) walking or biking within one mile of a Montgomery County Public School building.

- Estimated annual studies required: 40 - 50
- Estimated staff/contractor time: 800 to 1,000 hours (0.38 to 0.48 FTEs)
- Estimated cost: \$106,000 to \$132,500

NO-TURN-ON-RED (NTOR) AND LEAD PEDESTRIAN INTERVAL (LPI) REQUIRED

The Montgomery County Department of Transportation (MCDOT) must install on all County Government owned and maintained traffic signals in designated downtown areas, town center areas, and within 1,300 feet in each direction of an access point to a school, park, rail, library,

¹ Walksheds, also known as walk zones, are a specified radius around a school where children are expected to walk to school. A walk zone can be up to a mile around elementary, 1.5 miles for middle, and 2 miles for high schools.

bus rapid transit station, or community center frontage a leading pedestrian interval and no-turn-on red signal unless MCDOT Director determines the installation would impair public safety.

- Crash impact: Implementing NToR plus LPI could reduce 4-6 pedestrian or cyclist crashes each year across the 156 County owned signalized intersections. It could reduce serious and fatal crashes by one per year.
- Fiscal impact: \$1,075,000 to \$1,500,000
 - Installation of No-Turn-on-Red signing: \$575,000 - \$775,000
 - Staff/contractor time for retiming signals for lead pedestrian interval: \$500,000 to \$725,000

AUTOMATED ENFORCEMENT ACTION PLAN

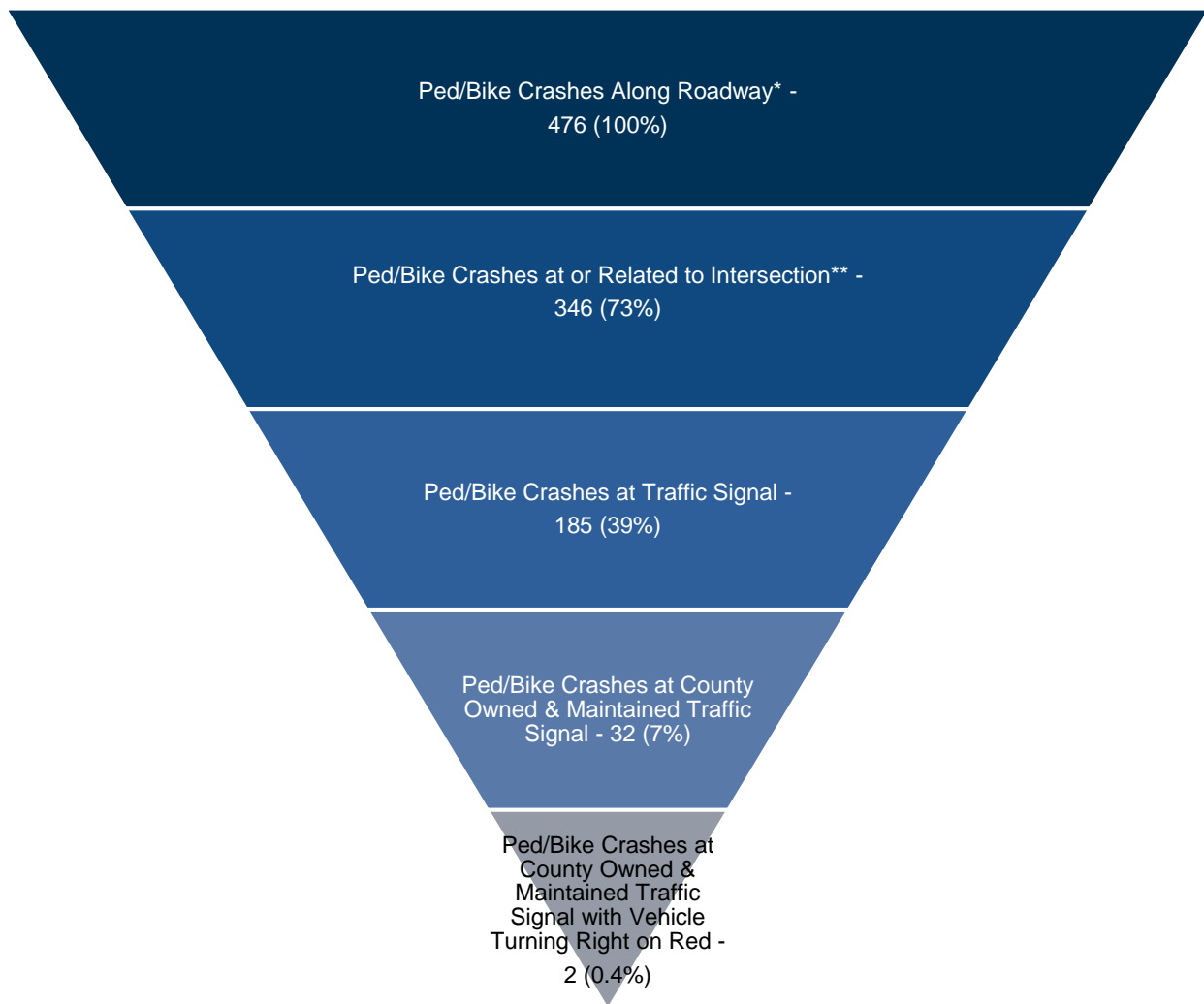
The Montgomery County Police Department (MCPD) must submit annually an action plan detailing the department's strategy for camera placement and expansion to include the recommended number of automated enforcement cameras, timeline for deploying recommended cameras, funding required, and any other considerations.

- Crash impact: No impact, report on existing plans.
- Fiscal impact: No impact, plan creation can be done with existing staff.

ESTIMATING CRASH REDUCTIONS

From 2016 to 2019 and 2022, an average of 476 people were struck in the roadway each year. Of these, 73% were struck at an intersection or driveway entrance. 39% of pedestrian and bike crashes occurred at signalized crossings, with the majority of these occurring at SHA-owned crossings. County-owned and maintained signals accounted for approximately 32 crashes per year, or 7% of the total. Of these, an average of two per year involved a motor vehicle turning right on red.

Based on the five-year crash history, adding LPs at the locations required under Bill 11-23 could eliminate 4 to 6 crashes (13% of 32 crashes). This would be achieved by giving pedestrians a head start before vehicles are given the green light to turn.



*Excludes crashes that did not occur in the right-of-way such as parking lots, private roads, and driveways.

**Includes intersections with commercial driveways, alleyways, and interchange ramps.