

Worksession

MEMORANDUM

October 13, 2009

TO: Public Safety Committee

FROM: <sup>AT</sup> Aron Trombka, Senior Legislative Analyst  
Office of Legislative Oversight

SUBJECT: OLO Report 2010-3: *Evaluation of Montgomery County's Safe Speed Program*

At this worksession, the Public Safety Committee will discuss Office of Legislative Oversight (OLO) Report 2010-3: *Evaluation of Montgomery County's Safe Speed Program*. The Council approved release of this report and received a presentation from OLO on September 29.

OLO Report 2010-3 responds to the Council's request for OLO to examine the effectiveness of the County's speed camera program (known as the "Safe Speed" program). In addition, Report 2010-3 provides information for the Council's State-mandated report to the Maryland General Assembly on the effectiveness of the speed camera program. A copy of the report executive summary appears on © 1 – 4.

**Councilmembers should bring a copy of OLO Report 2010-3 to the worksession.**

Report 2010-3 is available from the Office of Legislative Oversight and at:  
[www.montgomerycountymd.gov/olo](http://www.montgomerycountymd.gov/olo) .

The Chief Administrative Officer's comments on the final draft of the report are at © 5 - 8. The County Executive will be represented at the worksession by Assistant Chief Administrative Officer Kathleen Boucher and Captain John Damskey of the Police Department.

## RECOMMENDED DISCUSSION AND ACTION ITEMS

OLO found that the County Police Department implemented the Safe Speed program in compliance with the requirements of State law. The report presents quantitative evidence that both the rate of collisions and the severity of collisions declined in the vicinity of speed camera enforcement locations since the inception of the Safe Speed program. While the program appears to have achieved its goal of increasing roadway safety, OLO offers a series of recommendations to further improve the County's speed camera program, particularly in light of recent changes in State law.

The topics listed below stem from the recommendations presented in OLO Report 2010-3. OLO suggests that the Public Safety Committee use today's worksession to discuss these topics and make Committee recommendations for Council action. OLO's recommendations to the Council appear in *italics*.

### 1. Public Outreach and Community Involvement

A 2009 poll by the Insurance Institute for Highway Safety found that 64% of County residents support the use of speed cameras. Best practices research confirms that continued outreach and community involvement are essential to maintaining public support for the Safe Speed program.

The County designed and implemented a publicity campaign to educate the public on the purpose of the Safe Speed program and the location of enforcement zones. The County's ongoing efforts to maintain public awareness of speed cameras include: press releases; distribution of informational materials; "Photo Enforced" warning signs; a Safe Speed program website; and a dedicated customer service telephone line.

In addition, since 2006, the County has sought public input on speed camera site selection from the Citizens Advisory Board for Traffic Issues. The County also receives community input and feedback via the Safe Speed program website and the customer service telephone line.

*OLO recommends the Council employ its oversight role to ensure continued public outreach and involvement in the speed camera program, specifically:*

- Ongoing outreach to inform residents of the purpose of the Safe Speed program and the location of enforcement areas;
- Increased visibility of speed limit and speed camera warning signs;
- Ongoing assessment of roadway design to assure that speed limits in speed camera enforcement zones are properly established; and
- Continued consultation with citizen advisory bodies about the locations of new enforcement zones.

## **2. Accessibility of Program Financial Information**

Providing clear and readily available information about program finances is important to maintaining public confidence, as well as the ongoing management of the Safe Speed program. At present, County residents cannot easily access information about the cost of the Safe Speed program and the revenues generated by speed cameras. Further, the details of how the County spends program revenues in excess of program costs (“net revenues”) for public safety purposes are not currently reported in one place.

*In order to maintain public confidence in the program, OLO recommends that the Council require that information on Safe Speed program expenditures, revenues, and the use of net revenues appear on the Safe Speed website and in future annual budget documents.*

## **3. Cost to County for Processing Municipal Speed Camera Fines**

In 2006, the County signed separate memoranda of understanding (MOU) with the City of Rockville and Chevy Chase Village governing the collection of fines, fees, and penalties generated from speed cameras. In April 2009, the County signed a similar MOU with the City of Takoma Park. As part of each MOU, the County Government agreed to process the payment of citations at no charge to the municipalities. The County has not entered into an MOU with the City of Gaithersburg but still processes the City’s citations at no charge.

In July 2009, the Montgomery County Police Department (MCPD) initiated discussions with the municipalities regarding the processing of speed camera fines, fees, and penalties. MCPD staff report that the revised MOU will include similar provisions as the previous MOU, but will require municipalities to pay an administrative fee to the County for collecting and remitting of municipal speed camera citation fines, fees, and/or penalties.

*OLO recommends the Council ask the Executive to negotiate memoranda of understanding that require that either:*

- 1. Municipalities process their own speed camera fines, fees, and penalties; or*
- 2. The County recovers the full cost for collecting and processing speed camera fines, fees, and penalties for the municipalities.*

#### **4. School Zone Hours - Operational and Public Outreach Issues**

Before October 1, MCPD operated fixed speed cameras 24/7, and deployed mobile speed cameras from approximately 6 a.m. to 9 p.m., Monday through Saturday. At present, 22 of the County's 60 fixed speed camera sites and eight of the 59 mobile speed camera sites are located in school zones. Beginning on October 1, State law limited the operation of school zone speed cameras from 6 a.m. to 8 p.m., Monday through Friday. As a result, the County now has different hours of operation for cameras in residential districts (which are not affected by the time limitations) than for cameras located in school zones.

The Council should discuss the operational and related public outreach issues resulting from the new State requirement limiting the hours of school zone speed cameras. *OLO recommends that the Council provide policy guidance to the Executive on program operations and public outreach in light of the new limit the school zone operating hours.*

#### **5. School Zone Hours – Speed and Collision Data Monitoring**

Beginning on October 1, State law restricted the operation of school zone speed cameras to the hours of 6 a.m. to 8 p.m., Monday through Friday. However, evidence exists that speeding occurs outside of these hours. In the more than two year history of the Safe Speed program, nearly half of all citations generated by school zone speed cameras were for violations that occurred on weekends or between 8 p.m. and 6 a.m. on weekdays.

The prohibition against using speed cameras to enforce speed limits in school zones during overnight hours and on weekends could prompt some motorists to drive at increased speeds in enforcement zones. *OLO recommends the Council request that the Executive monitor driving speeds and collision rates to determine whether the restricted speed camera hours affect roadway safety both when speed cameras are operational and when they are shut off.*

#### **6. State Law Changes and Program Finances**

Operational changes mandated by the new State law could significantly reduce the number of citations issued and the amount of revenue generated by the Safe Speed program. Under the new State law:

- MCPD must raise the violation threshold from 11 to 12 miles per hour above the speed limit. If the proportion of drivers traveling at exactly 11 miles per hour above the speed limit remains consistent with past trends, then the program would generate nearly a third fewer citations per camera than previously anticipated.
- MCPD's operation of school zone speed cameras is limited to 6 a.m. to 8 p.m., Monday through Friday. If past trends hold, school zone camera citations could fall nearly 50% below projections.

These two changes could have a profound – and unanticipated – impact on Safe Speed revenues. All told, the new State law could reduce the number of speed camera citations and program revenue by about 40% below previous projections. A reduction of this magnitude could result in an FY10 shortfall of up to \$5 million in the County General Fund.

*OLO recommends the Council ask the Executive to adjust FY10 Safe Speed revenue projections to account for changes in State law. The Council should further request that the Executive identify budget modifications necessitated by reduced program revenues.*

## **7. Report to the General Assembly**

The 2006 State law mandates that the County Council report to the General Assembly on the “effectiveness of speed monitoring systems in Montgomery County” by December 31, 2009.

As part of the FY10 OLO work program, the Council directed OLO to prepare a report that describes the Safe Speed program, evaluates program administration, and measures the effect of speed cameras on vehicle speeds and collisions. Consistent with the project scope in the approved work program, the report prepared by OLO includes information over and above the State-mandated reporting requirement. As such, the Council must decide which elements of this report should be included in the report to the General Assembly.

*OLO recommends that the Council direct this Office to prepare a memorandum report on behalf of the Council that summarizes the major findings of: Chapter V (overview of the Safe Speed program; Chapter VI (overview of Safe Speed program budget); Chapter VIII (relationship between speed cameras, driver behavior, and roadway safety); and Chapter IX (public opinion). OLO will consult with the Executive Branch when preparing this memorandum report to the General Assembly.*

### **LIST OF ATTACHMENTS**

<b>Item</b>	<b>Begins at:</b>
OLO Report 2010-3 Executive Summary	© 1
Comments from the Chief Administrative Officer, September 21, 2009	© 5

# ===== EVALUATION OF MONTGOMERY COUNTY'S SAFE SPEED PROGRAM =====

## OFFICE OF LEGISLATIVE OVERSIGHT REPORT 2010-3

SEPTEMBER 29, 2009

### SPEED CAMERA OVERVIEW

Speed cameras detect the speed of motor vehicles using radar or laser, and photograph vehicles exceeding a preset speed enforcement threshold. The primary objective of a speed camera program is to improve public safety by reducing the frequency and severity of collisions. The National Highway Traffic Safety Administration reports that higher vehicle speeds are associated with increased risks of collision and more severe pedestrian injuries.

Speed camera programs tend to engender both support and complaints from the community. Commonly cited objections to speed cameras include privacy and due process concerns, and the perception that the goal of a speed camera program is to raise revenue rather than increase public safety.

Montgomery County is among 48 jurisdictions and the District of Columbia that have implemented speed camera programs. A public opinion survey conducted this year by the Insurance Institute of Highway Safety (IIHS) found that 70% of the Montgomery County drivers surveyed agreed that speeding was a problem on residential streets. In addition, 64% supported the use of speed cameras on residential streets, an increase from the 58% who had supported speed cameras before the County launched its program.

### THE COUNTY'S SAFE SPEED PROGRAM

Montgomery County began implementing the Safe Speed program shortly after State authorizing legislation took effect in February 2006. The current program uses speed cameras to photograph vehicles traveling 11 or more miles per hour above the speed limit on selected residential streets or school zones with a maximum speed limit of 35 miles per hour.

The County's Safe Speed program uses a combination of fixed speed cameras and mobile speed camera vans. At the start of the program in May 2007, the Police Department (MCPD) deployed mobile speed cameras to 18 enforcement sites in the County. The first fixed speed cameras were installed in September 2007. At present, the Safe Speed program operates at 60 fixed and 59 mobile enforcement sites.

**The County implemented the Safe Speed program in compliance with the State law's requirements.** Specifically, as mandated by State law, MCPD:

- Sets cameras to photograph the rear of vehicles traveling at least ten miles per hour above the speed limit in streets with a maximum speed limit of 35 miles per hour.
- Calibrates and tests speed cameras before operators begin detecting violations.
- Issues a \$40 speed camera fine (a non-moving violation that is not reported to insurance providers).
- Allows a person issued a citation to contest the violation in District Court.

The County hired a vendor to purchase, install, and maintain the speed camera equipment, process citations and payments, and conduct certain outreach and customer service functions. The County pays the contractor \$16.25 for each paid citation. The Office of the Attorney General has ruled that the terms of the County's contract comply with State law.

**The County's public awareness campaign informed residents of the Safe Speed program.** The County's ongoing speed camera public awareness campaign includes: press releases; "Photo Enforced" warning signs; a website listing the location of enforcement zones; a customer service telephone line; and warning citations at the beginning of the program. In addition, MCPD convened a Citizens Advisory Board for Traffic Issues to provide public input on in the speed camera site selection process. A 2009 survey conducted by IIHS found that 74% of County drivers know about the speed camera program.

**MUNICIPAL SPEED CAMERA PROGRAMS**

Rockville, Gaithersburg, Chevy Chase Village, and Takoma Park operate speed camera programs under the State law that authorizes the County’s Safe Speed program. The municipalities operate both fixed and mobile speed cameras with a combined total of 93 enforcement locations. Under current memoranda of understanding (MOU), the County processes citations from municipal speed cameras at no charge to the municipalities. In July 2009, County staff initiated discussions to renegotiate the terms of these agreements to include a “reasonable administrative fee” paid to the County.

**SAFE SPEED PROGRAM FINANCES**

**Safe Speed program revenue has increased annually.** In FY08, the first full year of the program, County speed cameras generated \$12.5 million in revenue; in FY09, the revenue increased to \$18.6 million. The approved FY10 budget includes estimated program revenue of \$29.4 million. The annual increases in program revenue correlate with the addition of new speed camera enforcement sites.

**Contract costs are the largest component of the Safe Speed budget.** The FY10 Safe Speed program budget is \$13.2 million. Vendor costs account for 84% of budgeted expenditures; personnel costs account for 15% of the budget and fund one uniform position (1.0 WY) and 33 civilian (29.8 WY) positions.

**Net revenues fund public safety expenditures.** In the FY10 approved budget, Safe Speed program revenues are estimated to exceed program costs by \$13 million. The budgeted uses of these net revenues include: funding police officers in schools and district stations (\$4.8 million); support of fire and rescue operations (\$2.9 million); and pedestrian safety initiatives (\$1.5 million).

**SPEED CAMERAS AND DRIVER BEHAVIOR**

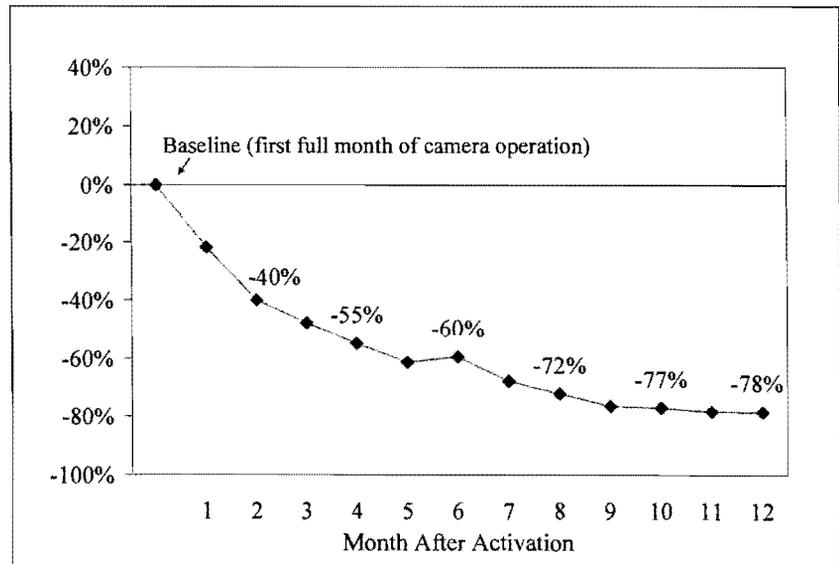
**Few drivers repeatedly pass speed cameras at excessive speeds.** Two-thirds of the more than half a million vehicles identified on speed camera citations between May 2007 and June 2009 received only one citation during that period. Only 2% of vehicles received more than five citations during this time. These data suggest that for most drivers, the \$40 fine effectively deters future speeding in speed camera enforcement locations.

**Citations generated by speed cameras drop precipitously within the first year.** At all fixed speed camera sites, the number of citations issued per month decreased sharply within one year after activation. On average, the number of citations generated by speed cameras decreased by 78% from the first full month of operation compared to the same month a year later.

**A substantial number of speed camera citations are for vehicles traveling at the enforcement threshold.** Since the program started, MCPD calibrated its speed cameras to generate citations for vehicles traveling 11 or more miles per hour above the speed limit. To date, 32% of citations have been for vehicles measured at exactly 11 miles per hour above the speed limit.

**Speeding occurs at all hours.** A large portion of speed camera citations result from speeding that occurs during weekend and overnight hours. Nearly half of all citations generated by school zone speed cameras are for violations on Saturdays, Sundays, and weekdays between 8 pm and 6 am.

**Average Percent Change in Speed Camera Citations/Month**



**SPEED CAMERAS AND ROADWAY SAFETY**

**Vehicle speeds decreased near speed camera sites.** After one year of automated enforcement, the speed of vehicles passing camera sites declined by an average of 6%. At 40 miles per hour, a decline of 6% equates to a 2.4 miles per hour reduction in average vehicle speed.

After one year of automated enforcement, the percent of vehicles exceeding the speed limit when passing camera sites was cut in half. During the first full month after camera activation, 25% of vehicles passed fixed speed camera sites traveling above the speed limit with 2% of vehicles passing at 11 or more miles per hour above the speed limit. One year later, the percent of vehicles traveling above the speed limit decreased to 13% with less than 1% of vehicles speeding at 11 or more mph above the speed limit.

**Vehicle Speeds Passing Fixed Speed Camera Sites:  
First and Thirteenth Full Months after Camera Activation**

Percent of Vehicles Passing Camera Site:	First Month After Activation	Thirteenth Month After Activation
At or Below Speed Limit	73%	87%
1 to 10 MPH Above Speed Limit	25%	13%
11+ MPH Above Speed Limit	2%	<1%

**Reported collisions near speed camera sites decreased after camera activation.** An annual average of 462 reported collisions occurred within one half mile of camera sites during the four years preceding activation of the speed cameras. During the year following camera activation, a total of 329 reported collisions occurred near the same locations, a 28% decline from the annual rate before camera activation.

**Percent Reduction in Annual Reported Collisions near Speed Camera Sites**

Type of Collision	Number of Collisions		Percent Change (Before vs. After)
	Before Camera Activation (Four-Year Average)	After Camera Activation (One Year)	
Property Damage Only	252	203	-19%
Injury or Fatality	206	126	-39%
All Reported Collisions	458	329	-28%

In the vicinity of speed cameras, the annual number of reported collisions that involved an injury or fatality declined by 39% after camera activation. In contrast, reported collisions involving property damage only dropped by 19% after the activation of speed cameras. The higher rate of decline for injury/fatality collisions suggests that reduced speeds may have a greater effect on the severity of collisions than on the prevalence of collisions.

**Rear-end Collisions.** A common concern raised about speed cameras is that they cause drivers to brake suddenly before passing a camera site, which then results in rear-end collisions. However, the data show an opposite outcome. Compared to the average for the previous four years, rear-end collisions occurring with one half mile of speed camera sites decreased by 18% in the year after speed camera activation.

**Collisions involving pedestrians/bicyclists.** While the overall rate of collisions declined in the first year following activation of speed cameras, collisions involving pedestrians and bicycles did not experience a parallel decrease.

## NEW STATE LAW

On October 1, 2009, a new State law will go into effect. The 2009 State law includes three provisions that will have a notable impact on the County's Safe Speed program. Specifically, the new State law:

- Limits the operation of school zone speed cameras from 6 a.m. to 8 p.m. on weekdays.
- Restricts enforcement to vehicles exceeding the posted speed limit by at least 12 miles per hour.
- Requires the Council authorize each new speed camera installed in the County after October 1, 2009.

## OLO RECOMMENDATIONS FOR COUNCIL ACTION

OLO's recommendations for Council action are aimed at refining and further improving the County's speed camera program.

1. **Ensure that public outreach and community involvement remain core aspects of the program.** The County should continue public outreach/involvement in the speed camera program to include:
  - Ongoing outreach to inform residents of the purpose of the program and the location of cameras;
  - Increased visibility of speed limit and speed camera warning signs;
  - Continued consultation with advisory bodies about the locations of new enforcement zones; and
  - Ongoing assessment of roadway design to assure that speed limits in speed camera enforcement zones are properly established.
2. **Require that revenue and expenditure data related to the Safe Speed program are readily accessible to the public on the County's website and in annual budget documents.** At present, County residents cannot easily access information about the cost of the Safe Speed program; the revenues generated by speed cameras; or how the County spends net program revenues.
3. **Request that the Executive revise its agreements with municipalities to recover the County's full cost for collecting and processing speed camera fees, fines, and penalties.** Currently, the County processes fines, fees, and penalties from municipal speed camera citations at no charge. This summer, the County has started the process of renegotiating the terms of these agreements.
4. **Provide policy guidance on operational and public outreach issues resulting from the new State limit on school zone speed camera operating hours.** When the new State law takes effect, the County will have different hours of operation for cameras in residential districts (which are not affected by the time limitations) than for cameras located in school zones. The Council should consider the trade-off between: public confusion that might come from a program that lacks uniform hours; and the safety consequences of limiting all speed camera hours to those in the school zones.
5. **Request that the Executive monitor driving speeds and collision rates to determine whether the restricted speed camera hours affect roadway safety.** Nearly half of all citations generated by school zone speed cameras were for violations that occurred during weekend and overnight hours. The new State law's restriction on school zone camera operating hours could result in increased vehicle speeds and collisions in these areas.
6. **Ask that the Executive adjust revenue projections to account for changes in State law.** Two changes in State law – the restriction on school zone speed cameras hours of operation and increase in the enforcement threshold to 12 miles per hour above the speed limit -- could result in fewer citations and a potential loss of up to \$5 million in what had been budgeted as General Fund revenue in FY10.

The 2006 State law mandates that the County Council report to the General Assembly on the "effectiveness of speed monitoring systems in Montgomery County" by December 31, 2009. To fulfill this responsibility, OLO recommends the Council direct staff to prepare a memorandum report from the Council to the General Assembly that summarizes the major findings of this OLO evaluation.



OFFICES OF THE COUNTY EXECUTIVE

Isiah Leggett  
County Executive

Timothy L. Firestine  
Chief Administrative Officer

MEMORANDUM

September 21, 2009

TO: Aron Trombka, Senior Legislative Analyst  
Richard Romer, Legislative Analyst

FROM: Timothy L. Firestine, Chief Administrative Officer

SUBJECT: **Office of Legislative Oversight Report 2010-3, Evaluation of Montgomery County's Safe Speed Program**

I want to thank the Office of Legislative Oversight (OLO) for the opportunity to comment on its evaluation of the automated speed camera program contained in **Report Number 2010-3, Evaluation of Montgomery County's Safe Speed Program**. This report provides a detailed and comprehensive examination of the County's efforts to increase safety on our roadways through the utilization of this technology and considers the many factors contributing to the successes realized since the program's inception.

The effort necessary to produce such a work is a direct result of the coordination and collaboration between a great number of County employees and departments. This comprehensive document offers a complete assessment of the history of automated enforcement within the County while looking to the future of this program and its anticipated positive successes. County Executive Leggett understands and supports the importance of the automated speed camera program and has made the safe and efficient utilization of our County roads a priority of his Administration. As reflected in this study, 70% of our residents view speeding as a problem on our residential roadways.

As the County Council prepares to report to the General Assembly, it is vitally important that we continue to assess, improve and apply this life saving program to our roadways in an efficient and thoughtful manner. The primary goal of the program has always been to reduce speed in an effort to increase the safety of our drivers and pedestrians. Reduced speeds lead to fewer vehicle collisions and less severe collisions. With the change in the law effective October 1, 2009, this report makes a valuable contribution to public dialogue regarding of the implementation of this important program. The following is our response to each of OLO's recommendations.

**Recommendation #1: Ensure that public outreach and community involvement remain core aspects of the speed camera program.**

**Response:** Concur

Education and community outreach continue to be a priority for the County Executive and the automated speed enforcement program. This initiative began with a vigorous effort to educate our residents to the dangers of speed and the planned application of automated enforcement within our borders. Information was shared with the media and signage was installed along all gateway roadways leading into Montgomery County as well as along those roadways identified for enforcement. In the past 30 months the County has gone to great lengths to address and educate residents, drivers, and pedestrians on the effects of speeding. The information within this report reflects the effectiveness and success of this effort as noted in the increase in resident awareness and support.

Today, the program continues to look for more and better ways to increase its effectiveness but always with the understanding that the support of our community is linked to our success and longevity. Several of OLO's recommendations were adopted by the County in 2007 at the inception of this program and continue to play a part in the program today. In addition to educational efforts throughout the community, program personnel are provided with a complete education of the program goals, objectives, policies and procedures. This week long 40-hour course of instruction is designed to provide our County and vendor personnel responsible for dealing with the public with the knowledge to carry out their jobs in an efficient and professional manner.

Current and future policies will continue to consider our community members and the impact of this program. An improved website offering information, statistics, details and information for the media is being planned in order to maximize the information and data shared with the public. Citation levels, roadway impact, planned deployments and a summary of the roadway volumetrics related to each camera site affecting our community are but a few of the details that will be highlighted.

**Recommendation #2: Require that information on Safe Speed program expenditures, revenues, and the use of net revenues appear on the Safe Speed website and in annual budget documents.**

**Response:** Concur

It is imperative that the improved website discussed above provide access to reports which document the progress and successes of this program. Reports that are easily accessible and accurately provide statistical data related to this program are a key facet of County Executive Leggett's responsive and accountable government.

**Recommendation #3: Request that the Executive revise agreements with municipalities to recover the County's full cost for collecting and processing speed camera fees, fines, and penalties.**

**Response:** Concur

Currently, State law requires the County to collect municipal speed camera fines. The Police Department calculates that approximately 40% of the transactions handled by the Montgomery County Automated Traffic Enforcement Finance Unit are attributed to payments for municipal citations. Under the new State law that takes effect October 1, municipalities that operate speed enforcement programs will be allowed to collect their own revenues. At the County Executive's direction, the County entered into discussions this summer with the four municipalities for which the County currently processes speed camera fines regarding the process for collecting those fines after October 1. Under the terms of a new Memorandum of Understanding prepared by the County, any municipality that chooses to have the County collect speed camera fines after October 1 will pay a charge to cover the County's full cost of collecting and processing fines.

**Recommendation #4: Provide policy guidance to the Executive on the appropriate operational and public outreach response to the new State imposed limit on school zone speed camera operating hours.**

**Response:** Concur

The roadways throughout the County have varied geographic characteristics and different associated speed limits. These limits are well marked and require a dynamic response to the changing roadway conditions, speed limits or other related challenges regardless of the presence of a speed camera. With the change in the law effective October 1, several program policies and criteria will be affected. The details of the automated speed enforcement program and the manner in which it is administered will change. The County Executive agrees that it is imperative that an effort be made to educate our residents about these changes.

Further, the County Executive recognizes our schools are much more than educational centers for our children. They are social hubs throughout neighborhoods that attract and facilitate exercise, sports, entertainment, meetings, social gatherings and much more. Our pedestrians and drivers travel through these school zones on a regular basis whether attending a function in one of our schools or not. It is for this reason that safety and thus speed limits must be enforced in order to succeed in our commitment to increased safety and reduced speeding. The automated speed enforcement program will continue to monitor vehicle speeds and volume in order to provide a comprehensive report detailing the impact of the changes to the law.

**Recommendation #5:** Request that the Executive monitor driving speeds and collision rates to determine whether the restricted speed camera hours affect roadway safety.

**Response:** Concur

The measurement of traffic patterns and characteristics continues to be a priority of this automated speed-enforcement program. As noted above this will continue in all areas, including school zones.

**Recommendation #6:** Ask that the Executive adjust Safe Speed revenue projections to account for changes in State law and identify budget modifications necessitated by reduced projected program revenue.

**Response:** Concur

Adjusted projections for the automated speed enforcement program are currently being developed. These projections are extremely complex but steps are being taken to examine the installation of camera sites, the current citation volume and the anticipated performance of these camera sites in the upcoming fiscal year.

**Recommendation #7:** Decide which portions of this evaluation should become the Council's report to the General Assembly on the effectiveness of speed monitoring systems in Montgomery County.

**Response:** Concur

The automated speed enforcement program has positively impacted Montgomery County. We look forward to further discussions with the Council to determine what should be included in the report to the General Assembly in an effort to accurately and completely describe our efforts and the results within Montgomery County.

### Summary

Again, on behalf of the County Executive, I want to convey my appreciation to OLO for producing this professional report and for allowing me the opportunity to comment on its recommendations.

cc: Kathleen Boucher, Assistant Chief Administrative Officer  
Chief J. Thomas Manger, Chief, Montgomery County Police Department  
Joseph Beach, Director, Office of Management and Budget