



Implementing Safe Streets Act of 2023

Overview to T.P.B. Pedestrian and Bicycle Subcommittee | 09/16/25

Safe Streets Act of 2023

Intersection Safety, School Crash Reviews, and Annual Automated Traffic Enforcement Action Plan

- 1. Safe Routes to School Crash Reviews.**
- 2. Installing No Right Turn on Red and Lead Pedestrian Interval in Downtown, Town Center, and near schools/parks/transit.**
- 3. Developing an annual report for expanding automated traffic enforcement.**

School Trip Crash Reviews



Definitions

Areas around Montgomery County Public Schools

The maps on the following slides depict various areas around 4 Montgomery County Public School buildings that are used by Schools and County Government to provide busing, crossing guards, and define the areas for MCDOT Safe Routes to School (SRTS) infrastructure assessments.



Walk Shed or Walk Zone – Area designated by MCPS where students are expected to walk or bike to school and not provided MCPS bus transportation to or from school. Generally, walk sheds are no larger than 1 mile for Elementary, 1.5 miles for Middle, and 2 miles for High Schools except when an appropriate walking route does not exist within the radius. MCPS student transportation is governed by [Regulation EEA-RA](#).



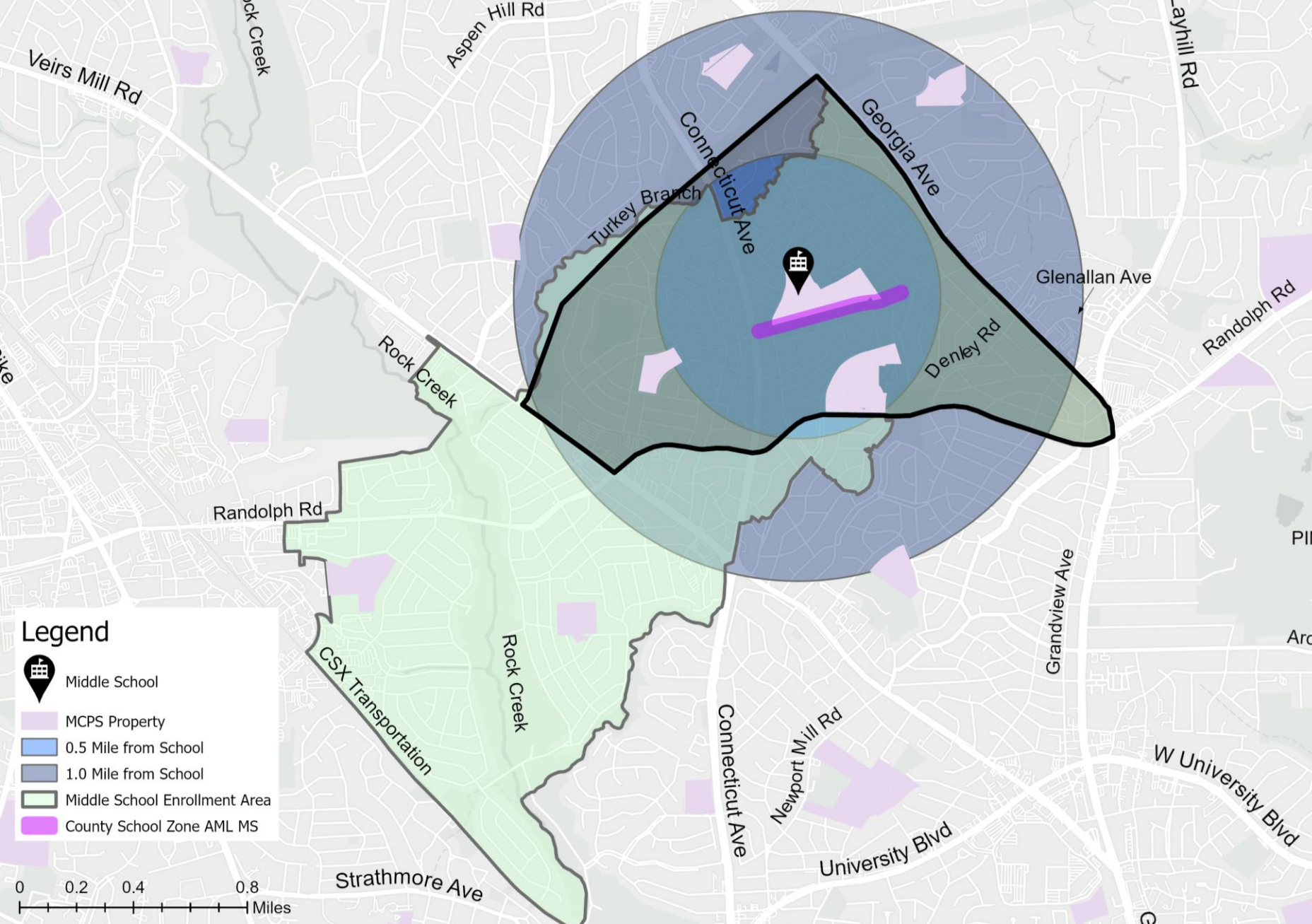
Designated School Zone – Roadway designated by the local or state government approaching, adjacent to, or no more than a half mile of a public or private school building or grounds, or along which school related activities occur. Roads maintained by the State Government are managed by the State Highway Administration and not shown on the following maps. School zones are governed by [Maryland Transportation Article 21-803.1](#).



Enrollment Area – Also known as a school boundary, the area designated by MCPS determining which school building school aged children attending public schools will attend.



Half or One Mile from School – Measuring a half or one mile radius “as the crow flies” from an MCPS school.



A. Mario Loiederman Middle School

The school walk shed for Loiederman Middle School is bound by Georgia Avenue, Randolph Road, Veirs Mill Road, and Matthew Henson State Park.

The County school zone is designated along the school's frontage on Weller Road from Georgia Avenue to Matey Road past Weller Road Elementary School. The State designates a school zone along Connecticut Avenue, which is an authorized for automated speed enforcement. State law limits school zone cameras to operation Monday through Friday, from 6 AM to 8 PM.

Safe Streets Act and School Safety

Crash reviews for people on foot or on bike going to or from school or school bus stop. Reviews must be completed within 6 months of referral.

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.

Individual Crash Reviews and Safe System Approach

Crash reviews are reactive, but can provide additional context for existing systematic safety programs.

- **Safe system approach principle is “Safety is Proactive”** to address safety issues before crashes occur.
- The County has an existing systematic safety program to assess the walksheds of every school outside of a municipality. The program’s level of effort did not change with the adoption of the Safe Streets Act of 2023. (More on walkability studies on the next slide).
- MCDOT received supplemental funding in FY24 to start the reviews and now has \$212,000 each year to perform the field audits and write the reports. Implementation of report recommendations are funded through existing level-of-effort budgets.
- **During bill development, Executive Branch staff worked with Council to ensure the final bill was complementary and not competing with systematic studies.**

Walkability Studies

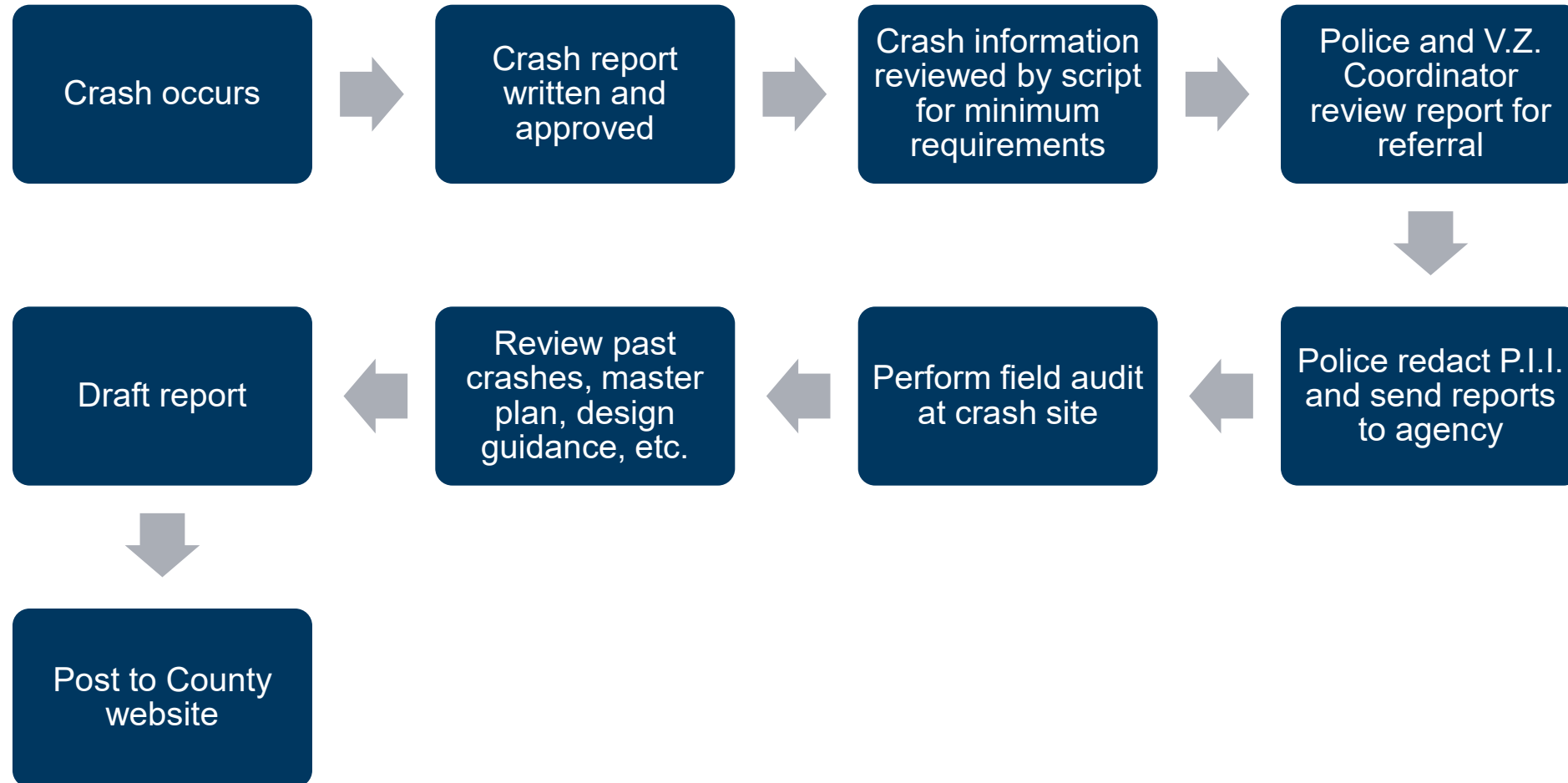
Systematic Review of Walking Area

- 10 – 20 walkability studies completed each fiscal year.
- Through end of FY25, 56% of MCPS schools with walksheds and outside municipalities have a completed study. 100% of schools in Equity Emphasis Areas (EEAs) will be complete.
- Examine the designated walking area for sidewalks, curb ramps, crashes, conflicts at intersection, etc.
- Studies include intensive review of the existing infrastructure plus on-site review of operations during school arrival and dismissal.
- Coordination with school staff and crossing guards.
- Improvement recommendations developed for short-, medium-, and long-term.



SRTS Crash Review Process

Standardizing review and referral timing once a month.



Filtering Crashes for Referral

8% of non-motorist crashes were related to a trip likely going to or from a school building or school bus stop between January 1, 2024 and June 30, 2025. Using a script to narrow down the crashes within school walk sheds and school zones greatly reduced the number of manual reviews required.



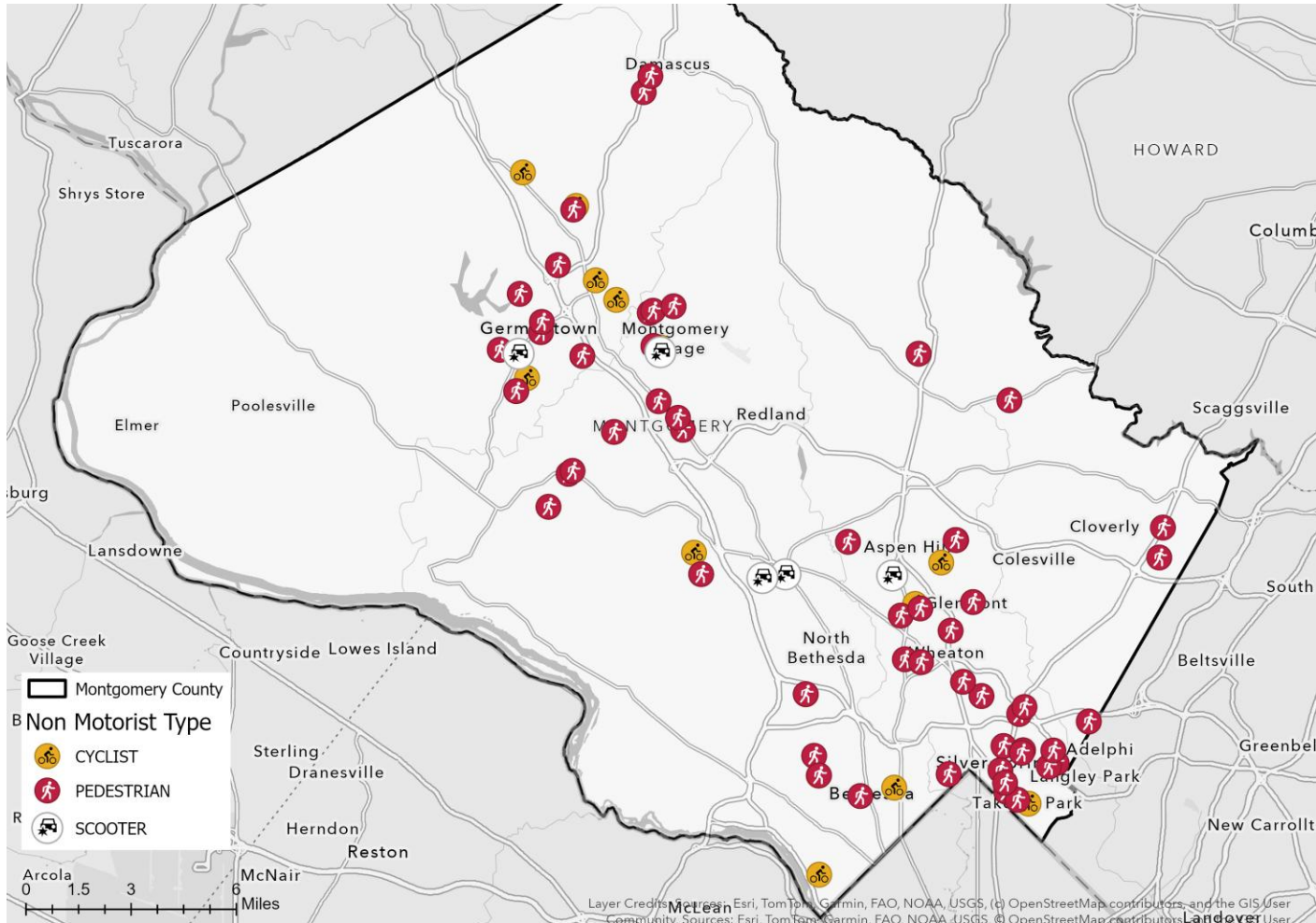
968 Non-Motorist Crashes

381 Crashes Meet
Review Criteria

77 Related to
School Trip and
Referred

Referrals to date

77 crash referrals between January 1, 2024 – June 30, 2025.

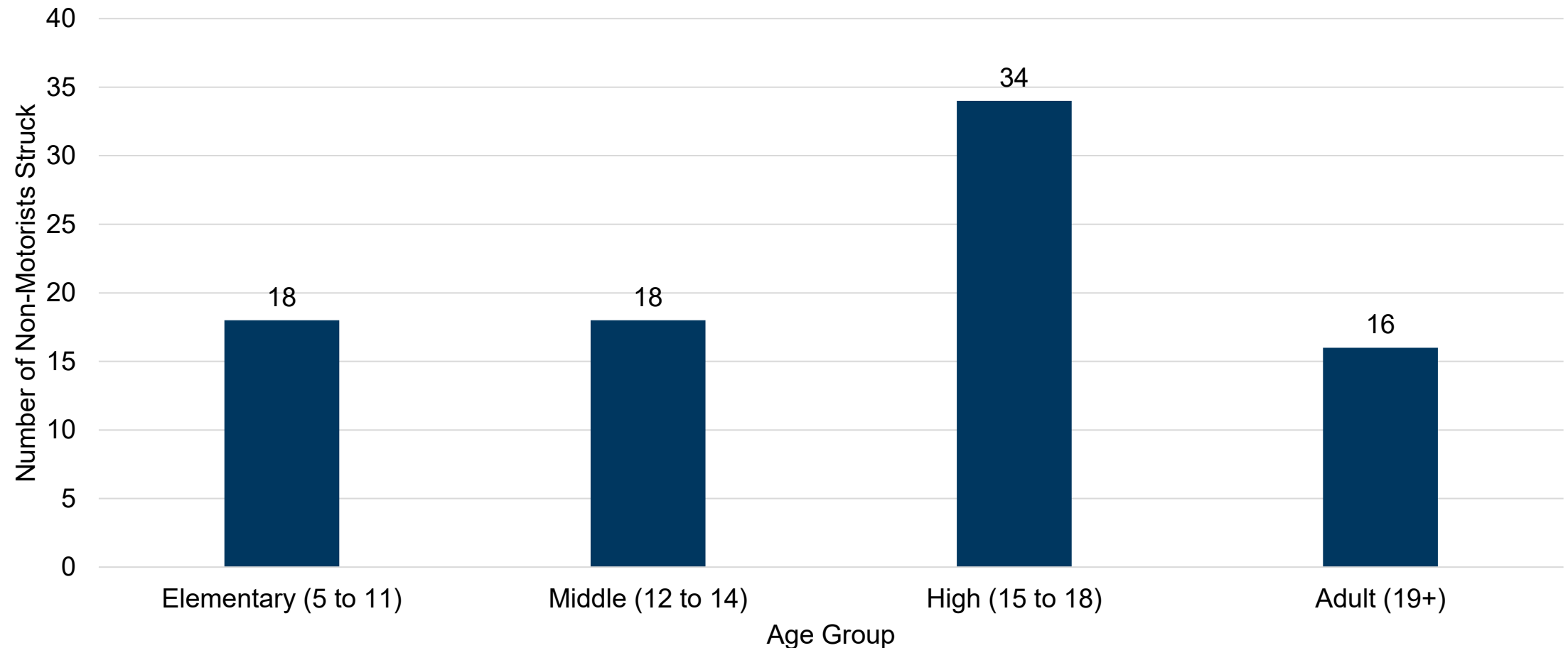


- 77 crashes referred involving someone likely going to or from school
 - 38 to MCDOT
 - 21 to SHA
 - 10 to MCPS (in school parking lots)
 - 5 to municipalities
 - 2 not sent because occurred on private property
 - 1 Montgomery Parks
- Crashes by non-motorist type
 - 58 pedestrian
 - 14 cyclist
 - 5 e- or human powered scooter

Crashes to/from School 1/1/24 - 6/30/25

Non-Motorists Struck by Age

22 out of 86 (26%) non-motorists struck were ages 15 or 16. High school students have longer walks, schools sited along major highways, early bell times, less likely to walk with an adult compared to younger students, and elevated risk tolerance (invincible mindset).



Example of Intervention Projects

Field review, data review, and plan reviews can identify interventions related and unrelated to the crash such as maintenance needs.

- **Dennis Avenue and Julep Avenue, Wheaton**
 - Repaired damaged LED signal head for school beacon.
 - Upgraded existing school crossing assemblies for larger school crossing signs.
- **Bushey Drive and Elby Street, Wheaton**
 - Lowered posted speed limit from 25 to 20 MPH.
 - Bump outs and parking restrictions at the intersection near the school.
- **Astoria Road and Woodson Avenue, Wheaton**
 - Worked with SHA to repair existing chain link fence around stormwater facility to discourage use of cut through path and midblock crossings of Connecticut Avenue north of Denfeld Avenue.
 - Installed no parking signs near the intersection, high visibility crosswalks, and all-way stop.
- **Watkins Mill Road and Stedwick Road, Montgomery Village**
 - Adjusted signal phasing to address confusion and conflicts resulting from exclusive/permissive lefts in combination with leading pedestrian signal.
- **Rock Spring Drive west of Old Georgetown Road, Bethesda**
 - Scheduled installation of pedestrian hybrid beacon at existing crosswalk leaving shopping center.

Completed Examples

Bushey Drive & Elby Street Before

Lacked marked crosswalk across the roadway



Astoria Road and Woodson Avenue Before

Lacked marked crosswalk, partial stop control



Bushey Drive & Elby Street After

Extended curb to slow turning vehicles and update crosswalks to latest standard



Astoria Road and Woodson Avenue After

Marked all crossings with high-visibility crosswalk, full stop control





Right Turn on Red Prohibitions and Leading Pedestrian Intervals

Installation in Specified Areas and Near Pedestrian Generators

Right turn on red prohibitions will not be installed if the installation “would significantly impair public safety.”

Right turn on red prohibitions at County owned traffic signals:

- Designated downtown areas defined in County code and master plans.
- Designated town center areas defined in County code and master plans.

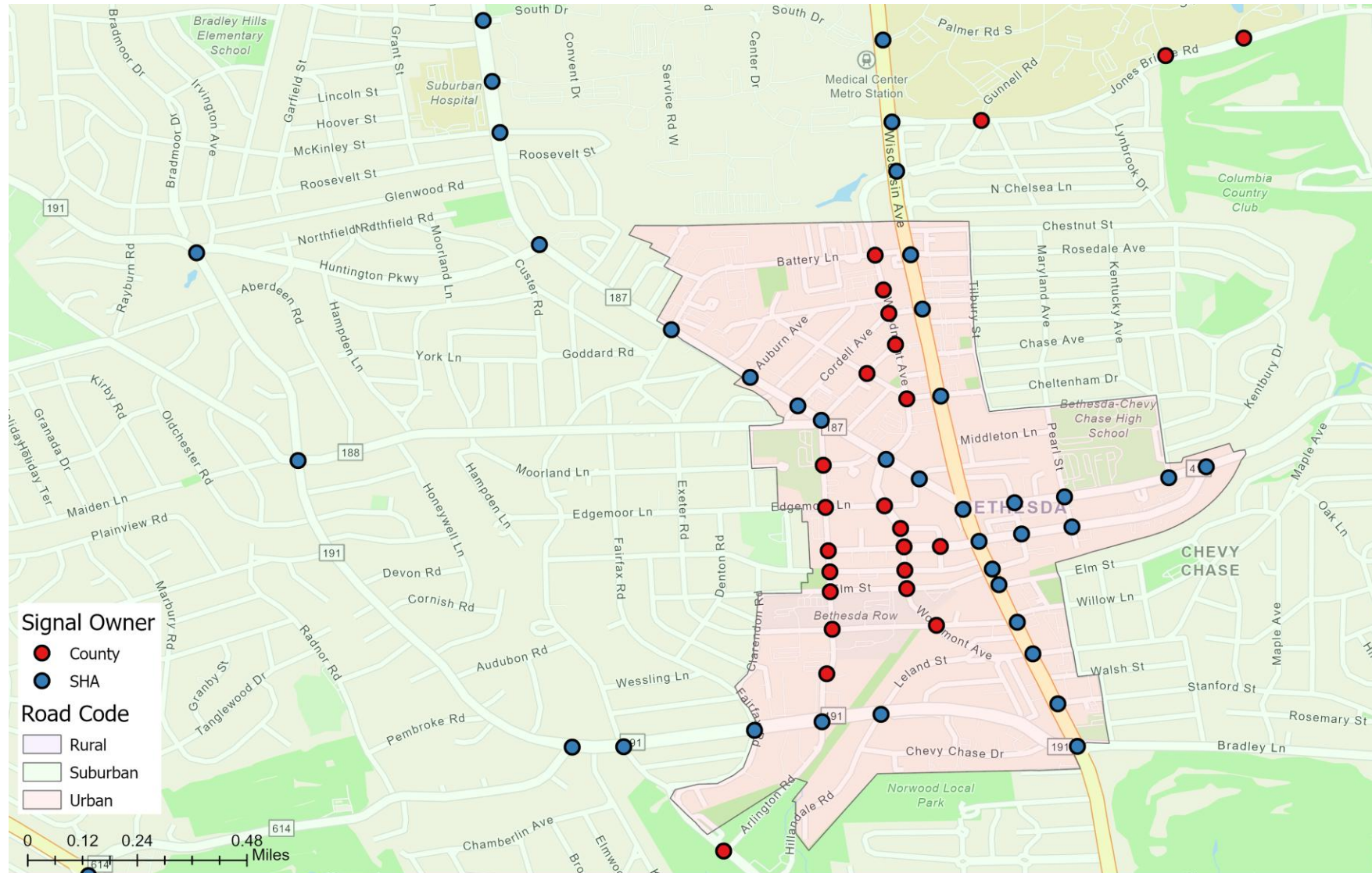
Providing Leading Pedestrian Intervals at County owned traffic signals:

- Designated downtown areas defined in County code and master plans.
- Designated town center areas defined in County code and master plans.
- Closest intersection within 1,300 feet of an access point of a school, park, rail station, library, bus rapid transit station, or community center frontage.

While County Code has explicit instructions on where to study and install, the County’s requirements do not and cannot override the Manual on Uniform Traffic Control Devices (MUTCD).

- All no turn on red prohibitions must be signed.
- MUTCD provides 6 study criteria for engineering guidance. Implementors are not required to meet any of the 6 criteria prior to installation.

Example of Traffic Signals in Downtown Bethesda



Traffic Signals by Owner and Land Use

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

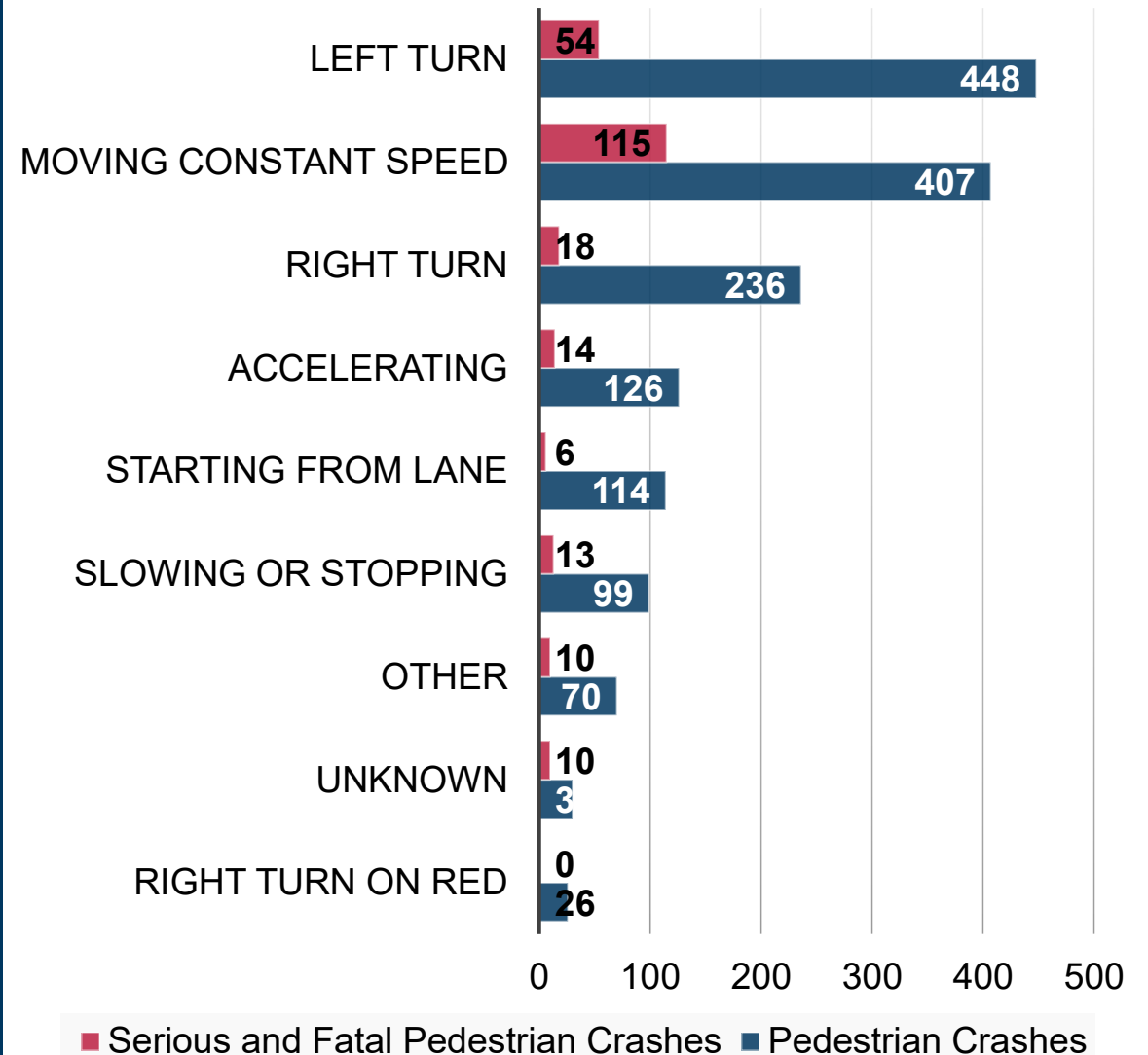
Non-Motorists Stuck by Right-Turning Motor Vehicle

Cyclists more susceptible to right-on-red crashes compared to pedestrians

There were 26 pedestrians and 19 cyclists struck when the driver of a motor vehicle was making a right turn on red between 2016 and 2022. That represented 0.8% of pedestrian and 2.1% of cyclist crashes. Collisions involving left-turning vehicles and through-traffic movements are far more prevalent and show a dramatically higher occurrence of serious outcomes.

Some crashes marked as right turn, starting from lane, and accelerating may have a right-turn-on-red factor, but not tagged as such.

Pedestrian-Involved Intersection Crashes
by Vehicle Movement, 2016-2022



Estimated Combined Impact on Crash Reduction

Estimated reduction of 4-6 bicyclist- or pedestrian-involved crashes a year based on L.P.I. crash reduction factor around 10%. Reductions may be higher as some communities have had 30-40% reductions after installing L.P.I.

- **Right turn on red prohibitions lacking robust, recent, US based crash modification factor. Existing studies indicate likely positive impact on safety with minimal operational impact.**
 - Existing crash modification factors look at permitting right-turn-on-red, but not the opposite of adding the prohibition.
 - A [2004 study found](#) permitting right-turn-on-red increased right turn related injury crashes 60%.
 - [Highway Safety Manual 1st Edition shows](#) a 69% increase in vehicle/bicycle, and vehicle/pedestrian collisions when removing right turn prohibitions.
 - A [DC DOT](#) study found decreased right turn conflicts with minor impacts to traffic operations, but did not calculate a C.M.F.
- **Leading Pedestrian Interval is a [F.H.W.A. proven safety countermeasure](#).**
 - 13% reduction in pedestrian-vehicle crashes at intersections.
 - Typically recommended to install right-on-red prohibition along with L.P.I.



Expanding Automated Traffic Enforcement

Expanded Speed Camera Placement Authority

Allowing placement on high injury network and vulnerable roadway user corridors.

- **Prior to October 1, 2025, County only allowed to place automated speed monitoring at**
 - Residential areas with posted speed limit greater than 20 mph and not greater than 35 mph.
 - Designated school zones.
- **After October 1, 2025, County and municipalities in Montgomery County can study and potentially install at roadways identified in a municipal, county, or state safety plan for high-risk of crashes.**
 - Municipal Vision Zero high injury network corridors or equivalent.
 - County Vision Zero high injury network corridors.
 - State vulnerable road user corridors as amended to Strategic Highway Safety Plan.

Allowing More Laws to be Enforced through Automation

Priority on distraction and drivers violating pedestrian's right of way in crosswalks.

- **Distracted driving pilot and legislation**
 - Montgomery County Police piloted with vendor from August to November 2024 for data collection and proof of concept.
 - 20% of vehicles at 9 test locations were likely in violation of Maryland's hands-free law.
 - Montgomery County and Prince George's County found sponsors to bring a bill during the 2025 Maryland General Assembly session, but did not pass.
- **Driver's not yielding to pedestrians in crosswalk**
 - Detection similar to distracted and stop sign running.
 - Would require vendor to scrub pedestrian identity prior to examining violation video.
- **Stop sign running**
 - Allowed in Prince George's County and City of Takoma Park in designated school zones.
 - 2025 bill would have expanded to all Montgomery County.



Thank You

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