



Implementing Safe Streets Act of 2023

Update to County Council | December 8, 2025

Safe Streets Act of 2023

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

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

School Trip Crash 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. Reviews must be completed within 6 months of referral.

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

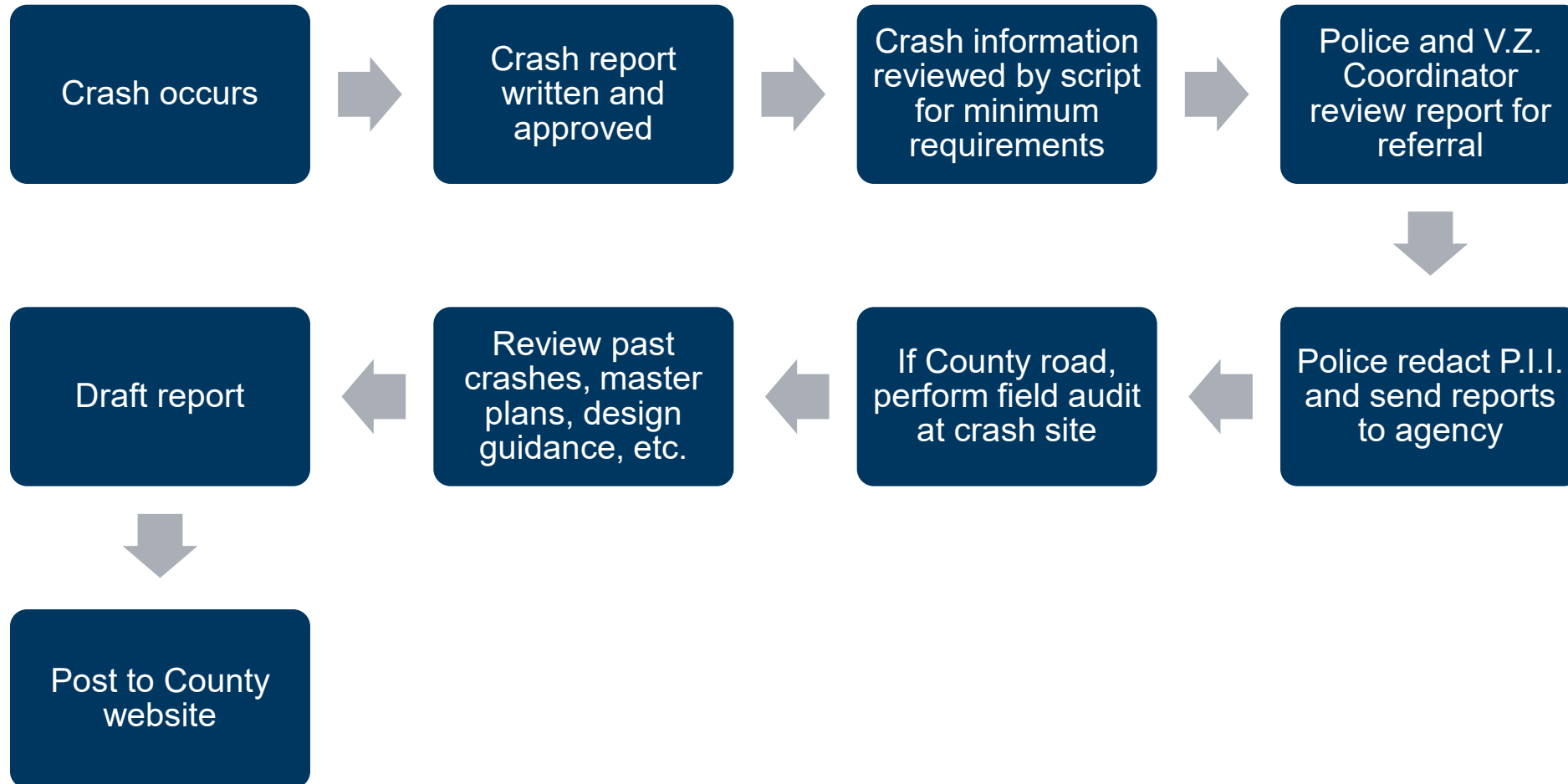
- Upon notification by law enforcement of a traffic collision involving a pedestrian walking, biking, or using other non-motorized conveyances to or from school, MCDOT must perform a safe route to school infrastructure review within 6 months.
- In addition to going to or from school, the crash must be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

Standardized review and referral timing once a month.



Cross-Agency Collaboration

Memorandum of Understanding (MOU) between County Government and Public Schools for information sharing.

- **Police**
 - Investigate crashes.
 - Once crash report is approved, refer crash report with sensitive information redacted to agency having jurisdiction where the crash occurred.
- **Vision Zero Coordinator**
 - Tracking referrals and reviews.
- **Department of Transportation**
 - Reviews crash location, prior crash data and trends, walkability study (if completed), and master plans for potential interventions.
 - Discuss with schools any crashes involving school infrastructure such as a school bus stop.
- **Public Schools**
 - Reviews crashes on school property referred by Police.
 - Flag for County Government any crashes it may be aware of involving a pedestrian at a school bus stop.
 - Coordinate with municipal, County, or State for any recommendations developed at the edge of school property or related to a school bus stop.

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 October 31, 2025. Creating a script to narrow down the crashes within school walk sheds and school zones greatly reduced the number of manual reviews required.



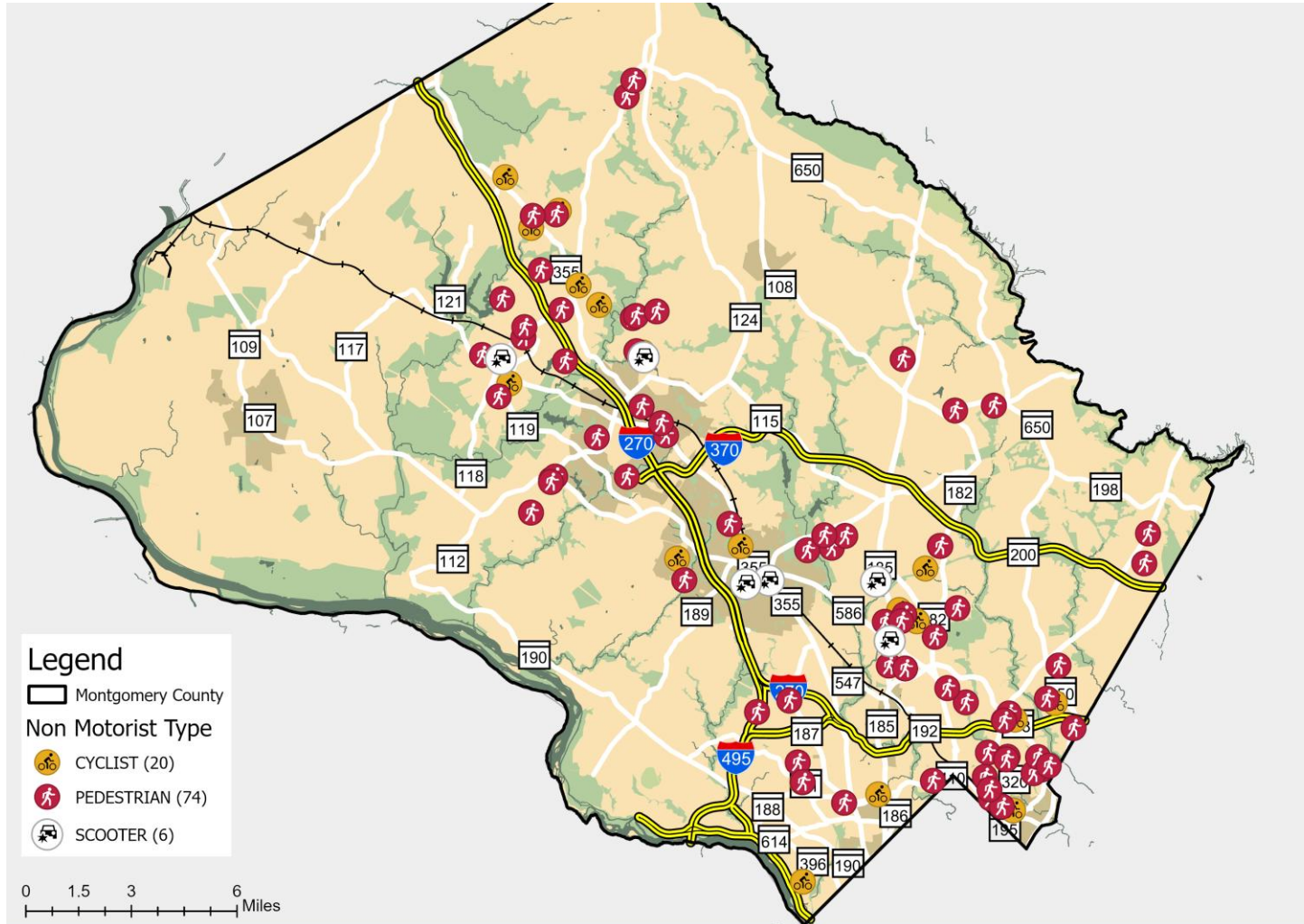
1,202 Non-Motorist Crashes

457 Crashes Met
Review Criteria

100 Related to
School Trip and
Referred

Referrals to date

100 crash referrals between January 1, 2024 – October 31, 2025.

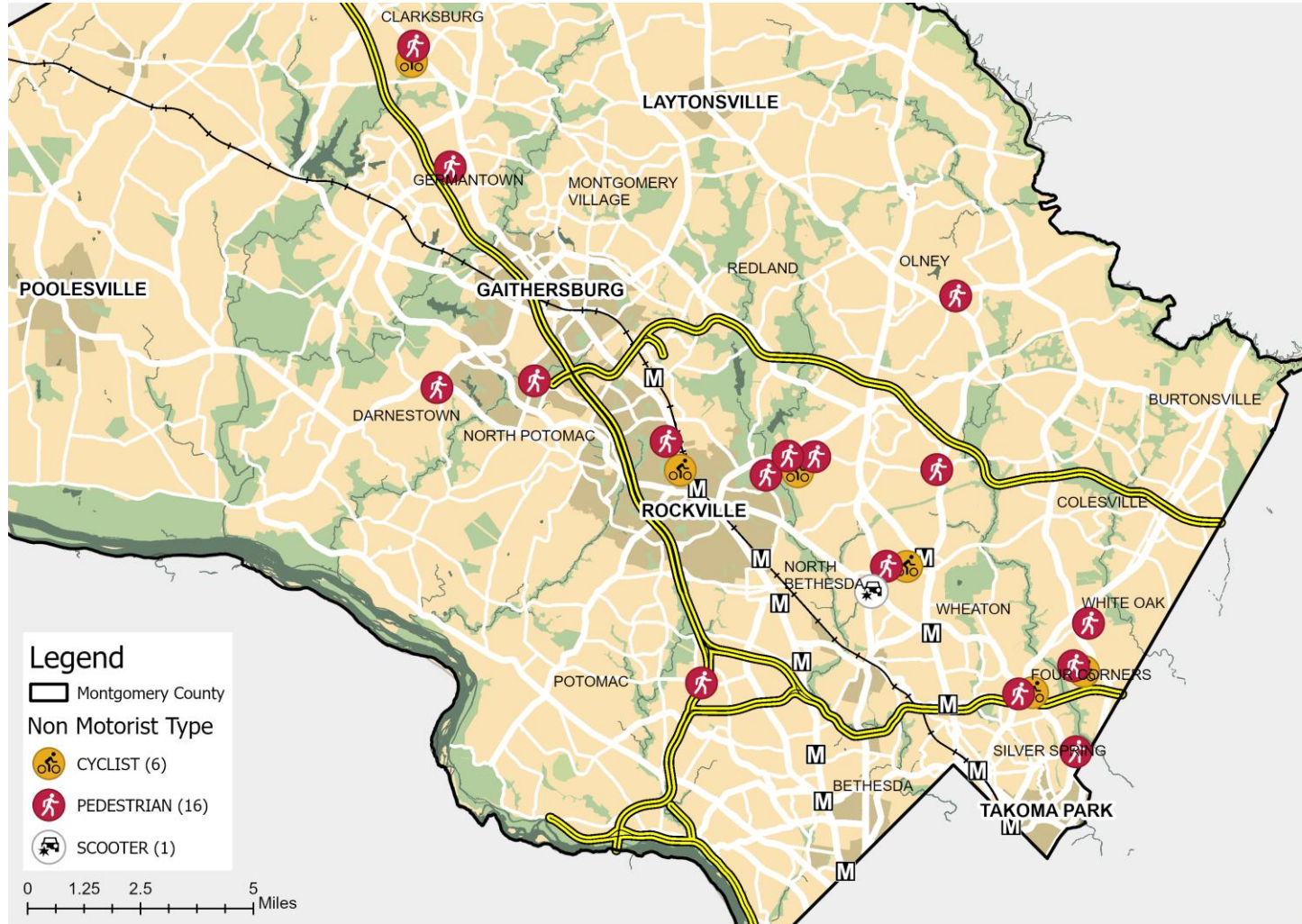


- 100 crashes referred involving someone likely going to or from school
 - 47 to MCDOT
 - 26 to SHA
 - 15 to MCPS (in school parking lots)
 - 7 to municipalities
 - 2 to Montgomery College
 - 2 not sent because occurred on private property
 - 1 Montgomery Parks
- Crashes by non-motorist type
 - 74 pedestrian
 - 20 cyclist
 - 6 e- or human powered scooter

Crashes to/from School 1/1/24 - 10/31/25

School Year 2025-2026 Referrals to Date

23 crash referrals between August 26, 2025 – October 31, 2025.

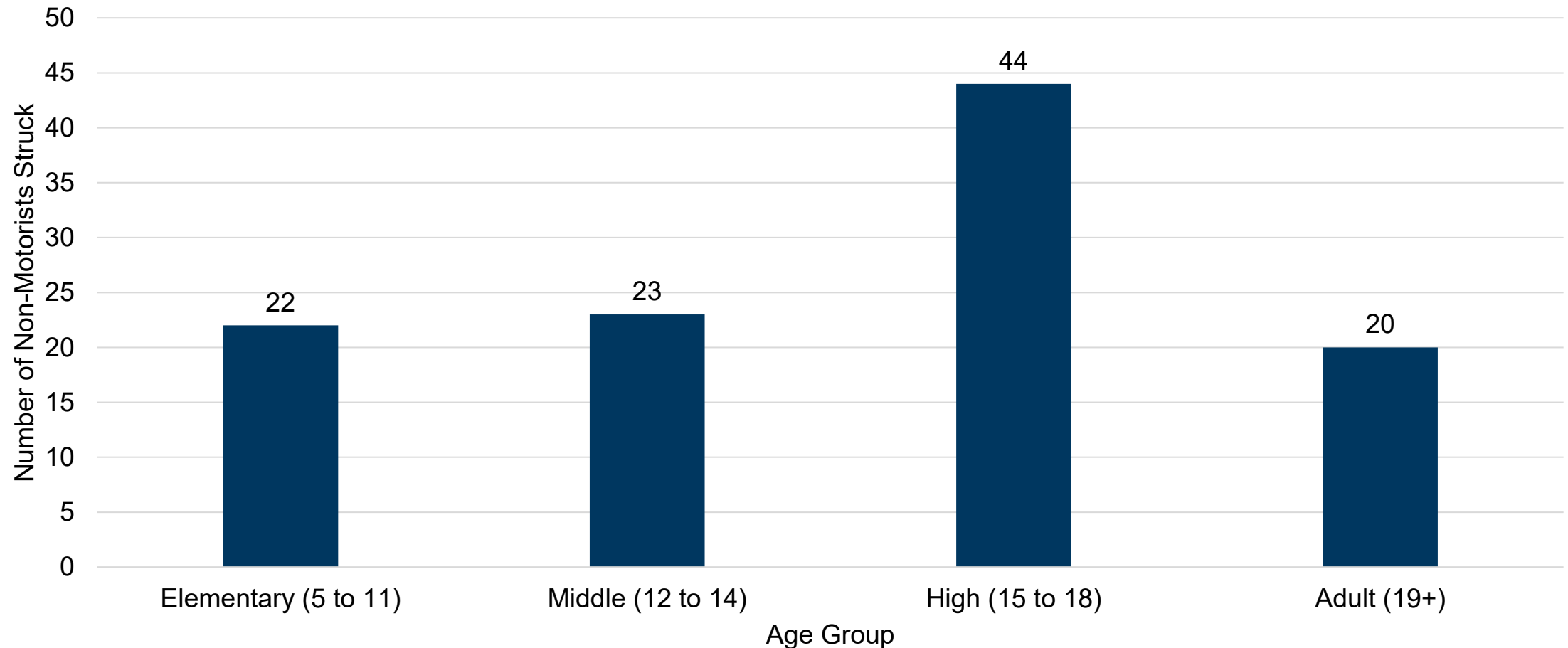


- 23 crashes referred involving someone likely going to or from school
 - 9 to MCDOT
 - 5 to MCPS (in school parking lots)
 - 5 to SHA
 - 2 to municipalities
 - 2 to Montgomery College
- Crashes by non-motorist type
 - 16 pedestrian
 - 6 cyclist
 - 1 e-scooter

Crashes to/from School 8/26/25 - 10/31/25

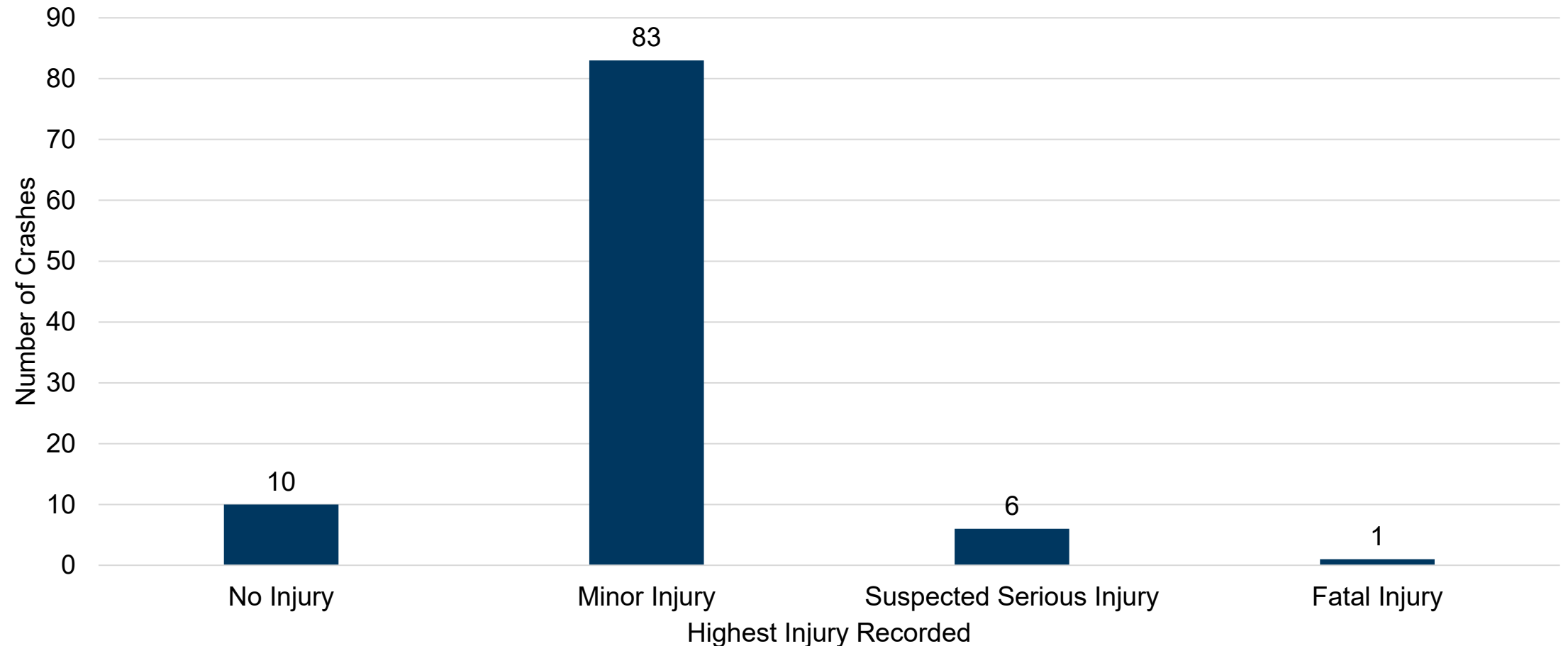
Non-Motorists Struck by Age

44 out of 109 (40%) non-motorists struck were high school aged. 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).



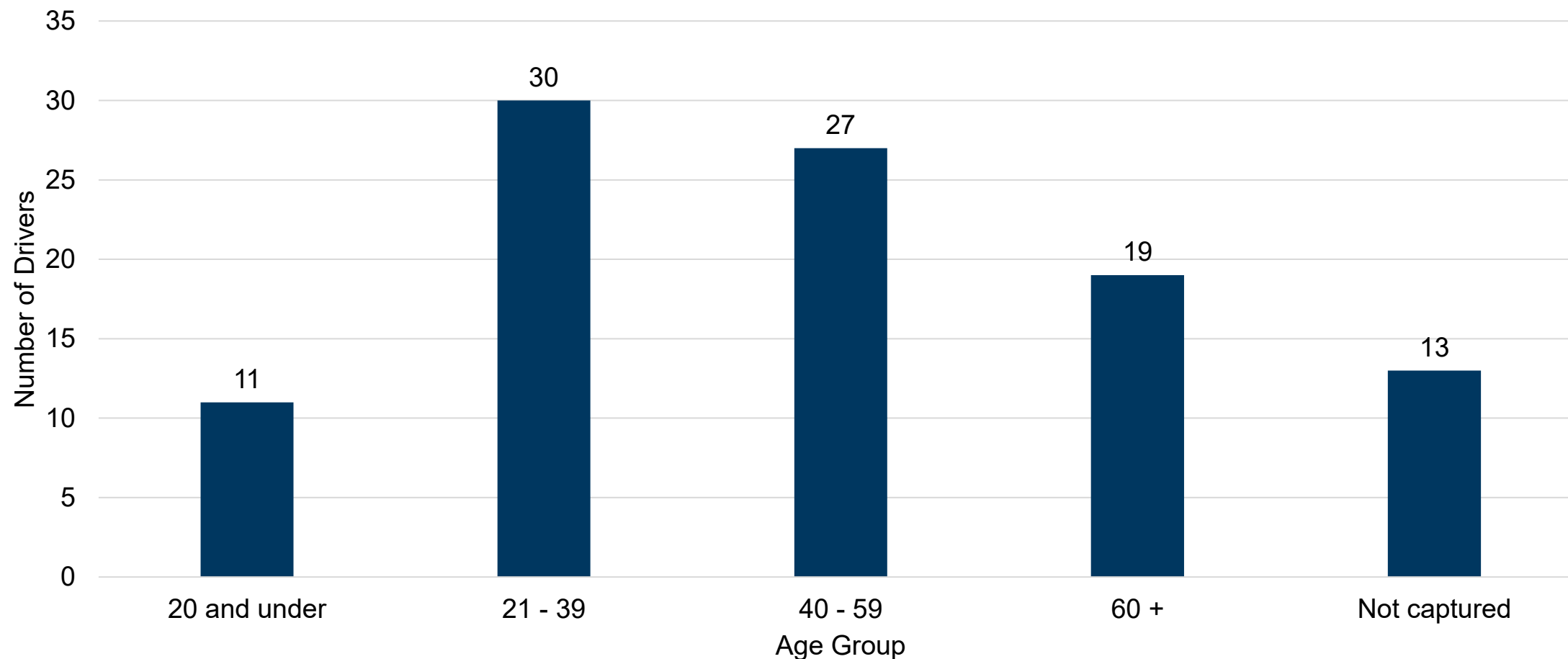
Non-Motorists Struck by Highest Injury

93% of referred crashes involved no or minor injuries. For comparison, 86% of non-motorist crashes countywide had no or minor injuries in 2024 and 2025 year-to-date.



Striking Drivers by Age

7 out of the 100 striking drivers were 17 or 18 years old. The median driver age was 43. Thirteen crashes had no driver age available due to the driver leaving the scene or the crash was reported day or more after crash.



Scope of Crash Review on County Roads

Spot check to determine any short-term needs at the crash location. Information incorporated into larger Safe Routes to School or other projects.

- **Data review**
 - Map out crashes going back at least five years.
 - Examine past crashes for any patterns.
 - Examine contributing factors for the referred crash.
 - Review current student transportation (bus versus walk) in the area.
- **Field review**
 - Existing signs and markings.
 - Any immediate maintenance needs (sign knock downs, faded markings, etc.)
- **Plan review**
 - Review past walkability study to identify any recommendation for the crash location.
 - Review recommended master plan pedestrian and bicycle facilities.
- **Developing recommendations**
 - Short-term recommendation related to maintenance, signing, and marking.
 - Any medium- to long-term items needing additional review and funding can be bundled into a future SRTS walkability project, signal project, intersection/spot improvement project, capital project.

Example Report

January 10, 2024, crash at Bushey Drive north of Minden Road

- **Crash details:** At 8:53 AM, a motorist traveling southbound along Bushey Drive struck a student walking in the roadway along southbound Bushey Drive. The student suffered minor injuries.
- **Location and Field Visit Findings:**
 - Closest school was Sargent Shriver Elementary, northwest of the crash location. The majority of students arrive between 8:30 AM and 9:00 AM.
 - Falls within the A. Mario Loiederman Middle and Wheaton High walk sheds.
 - Bushey Drive is a neighborhood connector street with a 25 MPH speed limit, a designated school zone with “Fines Double 8AM-4PM School Days” supplemental plaque in the northbound direction.
 - Sidewalk present on both sides of Bushey Drive.
 - On-street parking is permitted except for posted restrictions between Weller Road and Greenley Street.
 - Potential constrained sight and observation lines due to horizontal curve along Bushey Drive.
- **Crash History:** No prior pedestrian-involved crashes in the vicinity, but five crashes between March 2015 and September 2024 at Bushey Drive and Elby Street.

Interventions from Reviews

Reviews do not typically find infrastructure deficiencies at the crash location, but MCDOT does utilize the field and data review to make site improvements.

- **Maintenance recommendations**
 - Trim foliage
 - Refresh crosswalks
 - Replace faded or damaged signs
- **Short-term recommendations**
 - Upgrading crosswalks with high visibility, continental markings.
 - Rebuild sidewalk ramps to meet latest accessibility standards.
 - Using temporary materials and markings to harden centerlines or change the curb radius to slow through and turning vehicles at local intersections.
 - Changes to existing signal phasing/timing.
 - Lower posted speed limit.
- **Mid-term recommendations**
 - Changes to existing traffic signal equipment (removing exclusive/permissive left turns, new accessible pedestrian signals).
- **Long-term recommendations**
 - Installation of new traffic signal or pedestrian hybrid beacon.
 - Advancing long-term recommendations identified from prior safety audits, planned CIP projects, or master planned facilities.

Completed Examples

Montgomery Village Ave at Hob Hill way/Apple Ridge Road

Median extension for
pedestrian safety



Dennis Avenue at Julep Road

Pedestrian Refuge Island and
bump outs



Bushey Drive & Elby Street

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



Astoria Road and Woodson Avenue

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



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.
 - Installed pedestrian refuge island and bump out.
- **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.



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.

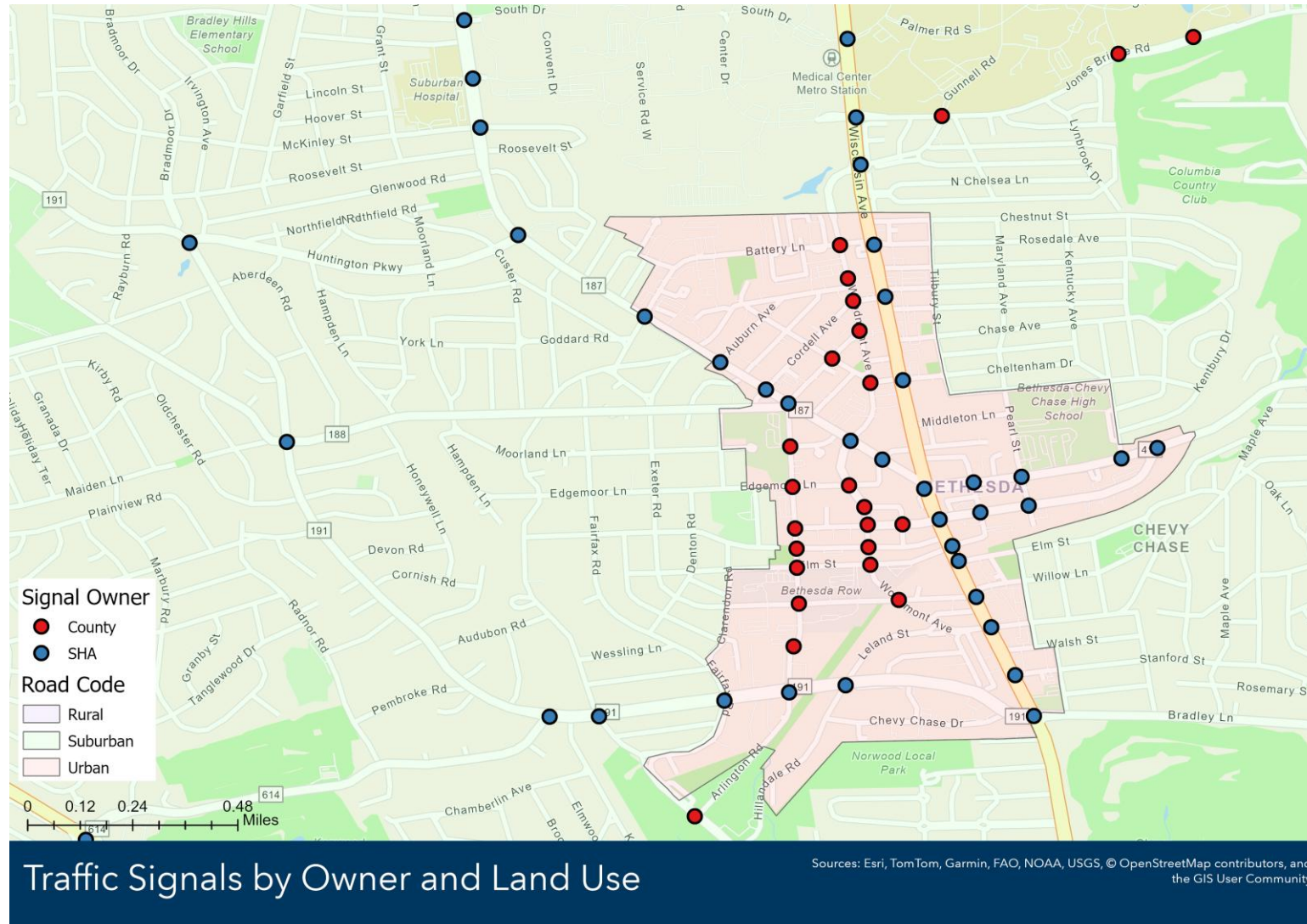
Providing Leading Pedestrian Intervals at County owned traffic signals:

- 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



See all intersections [using this interactive map](#).

Installations To-Date

Only 5 intersections pending installation out of 231 studied due to on-going or planned construction.

Right turn on red prohibitions at County owned traffic signals:

- 161 County-owned intersections met the criteria.
- 148 intersections have "No Turn on Red" signs installed.
- 11 intersections were exempt due to no vehicle turning conflicts during the pedestrian crossing phase or the intersection had no pedestrian crossing.
- 2 intersections are pending installation.

Leading Pedestrian Intervals at County owned traffic signals:

- 231 County owned intersections met the criteria.
- 208 intersections have leading pedestrian intervals installed.
- 18 intersections were exempt due to no vehicle turning conflicts during the pedestrian crossing phase or the intersection had no pedestrian crossing.
- 5 intersections have pending installations due to on-going or planned signal projects.

Monitoring Phase

County Code only allows MCDOT to remove treatments if it “would significantly impair public safety.”

MCDOT has received inquiries at 25 locations; 24 intersections are still under review and one intersection has been modified.

Scenarios that would significantly impair public safety:

- Increase crashes and conflicts between non-motorists and motorists turning right on green.
- Intersection queues extend to next intersection resulting in conflicts at adjacent intersection.
- Queuing for right-turning vehicles increasing potential for rear-end crashes - no impact to pedestrians.



Expanding Automated Traffic Enforcement

Goals of Automated Enforcement

Improve public safety on area roadways by deterring dangerous driving behaviors and ensuring compliance with traffic laws.

- Implementing a heightened presence of automated enforcement systems in designated areas prone to speeding and red light running. This involves strategically deploying enforcement technologies to effectively monitor and address traffic violations.
- Establishing contracts with reputable vendors to ensure the procurement of reliable and effective automated enforcement solutions that align with the County's objectives.
- Continuously exploring and evaluating new technology in automated enforcement beyond speed and red-light enforcement. Examples include distracted driver detection systems, stop sign enforcement systems, and noise abatement systems. By leveraging cutting-edge technologies, the plan aims to address emerging safety concerns and adapt to evolving traffic dynamics.
- Self-sustaining programs with no to minimal costs to the County's General Fund.

Automated Traffic Enforcement Allowed in Montgomery County

The industry is rapidly expanding on what can be enforced through cameras.

Currently Allowed, In Use	Allowed, In Development	Allowed, Not in Use Locally	Not Allowed, but Viable
Red-light violations	Speed in high crash corridors	Automated railroad grade crossing enforcement	Vehicle Height Monitoring (allowed in 3 counties)
Speed in school zones	Vehicle noise		Drivers violating pedestrian right-of-way in a crosswalk or bicyclist in a bike lane
Speed in residential areas with a posted speed limit above 20 MPH and at or below 35 MPH	Bus lane monitoring		Distracted driving by a mobile device in hand
Speed in work zones with a speed limit at or above 45 MPH			HOV lane enforcement
Stop sign violations in Takoma Park			Curbside parking enforcement
Illegally passing a school bus			Move over law
			Not wearing a seatbelt in front seat

Expanded Speed Camera Placement Authority

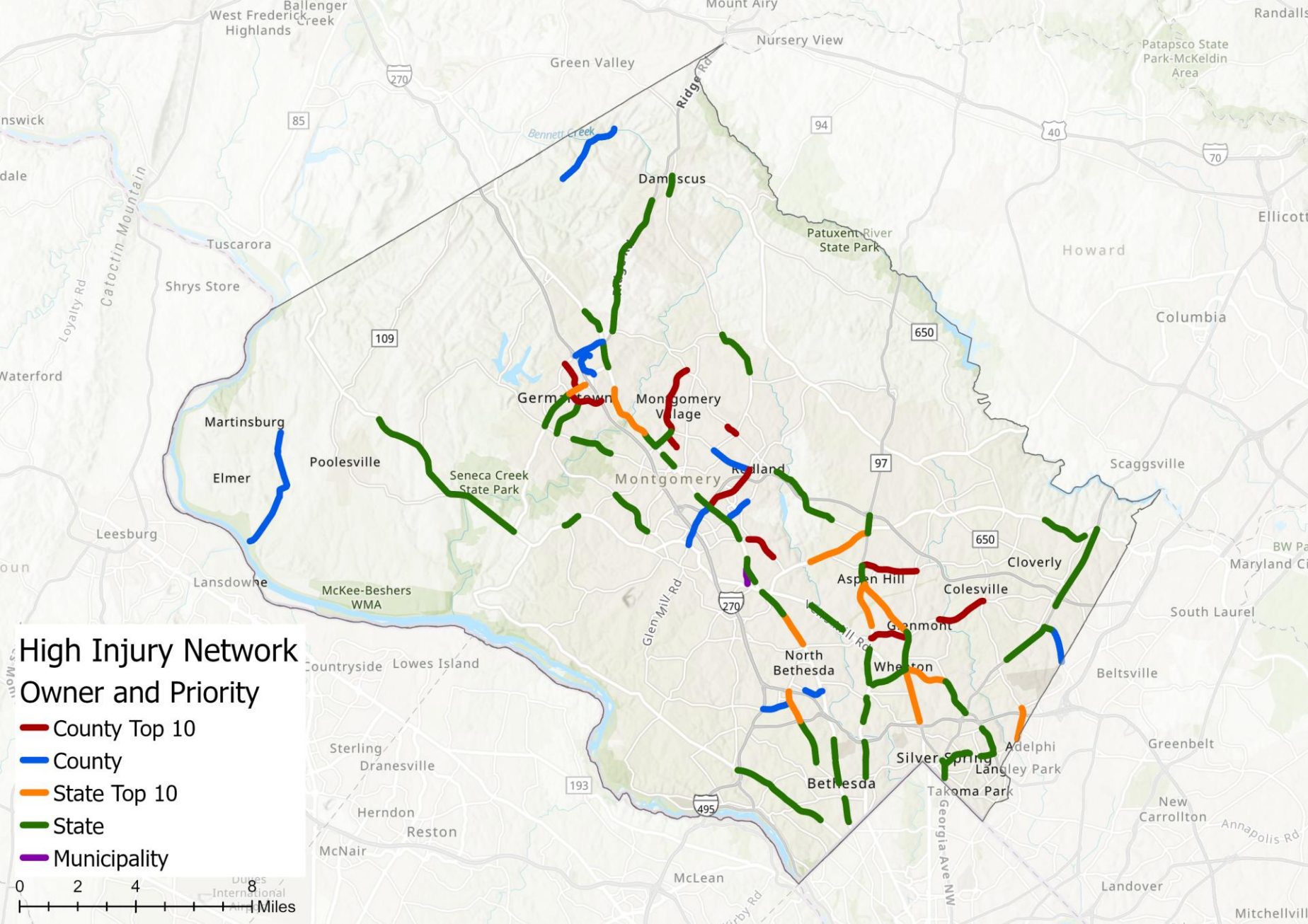
Allowing placement on high injury network and vulnerable roadway user corridors.

- **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 with posted speed limits greater than or equal to 20 mph.
- **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. The County must pass a local authorizing law prior to approving new locations.**
 - 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.

High Injury Network (HIN) Corridors

HIN corridors make up 3% of non-expressway roads and account for 41% of serious and fatal crashes.

Prior to the change in State Law, 60% of HIN corridors were ineligible for automated speed enforcement.



Service Credits: Esri, CGIAR, USGS, City of Gaithersburg, Maryland, MNCPPC, VGIN, Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA, USFWS

High Injury Network

Allowing More Laws to be Enforced through Automation

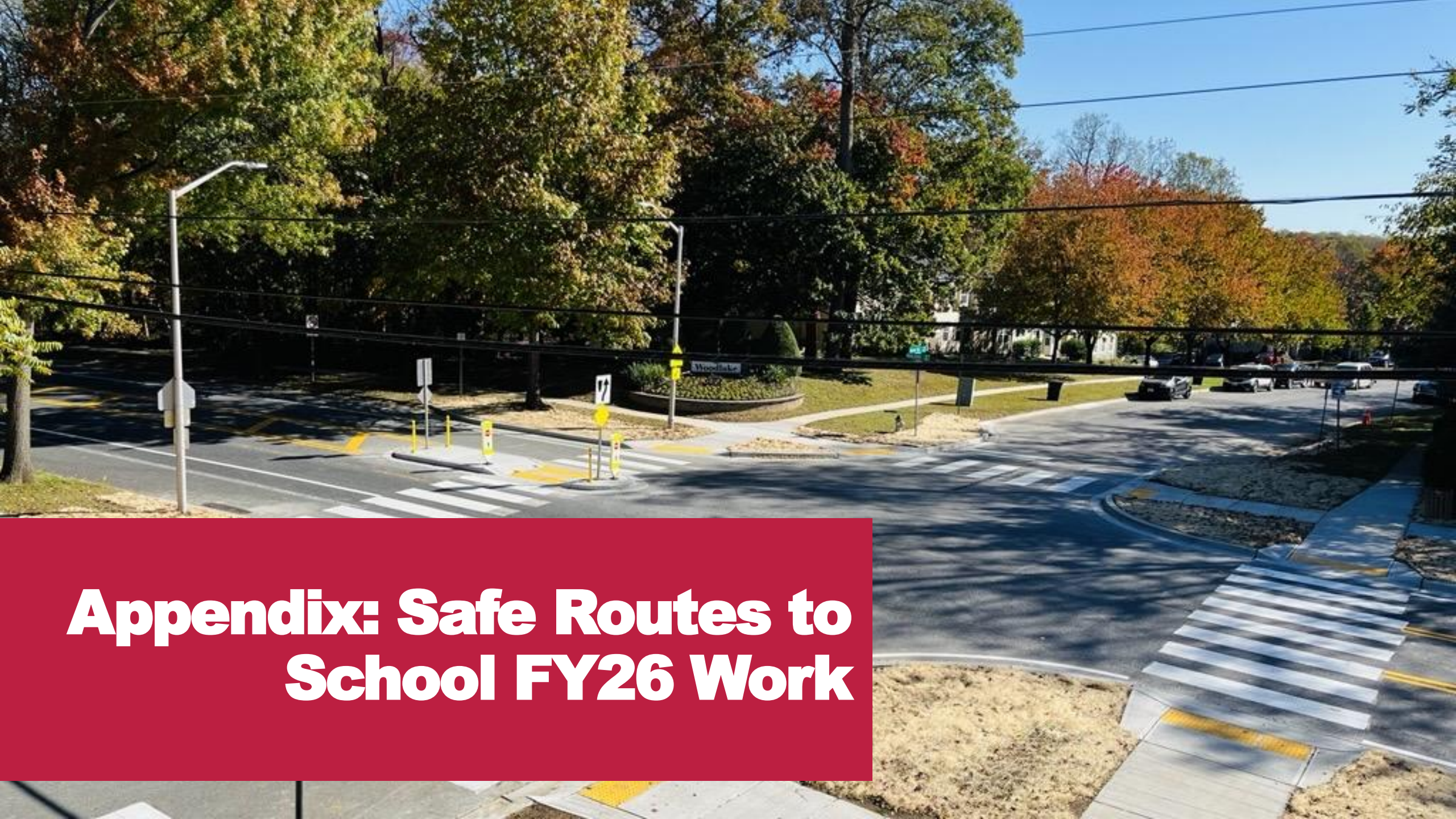
Priority on distraction and drivers violating pedestrian's right of way in crosswalks.

- **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.
 - Pilot proof of concept during fall 2025.
 - 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

MontgomeryCountyMD.gov/VisionZero



Appendix: Safe Routes to School FY26 Work

Walkability Studies

Systematic Review of Walking Area

- 10 – 20 walkability studies completed each fiscal year. 15 are [planned for FY26](#).
- Through end of FY25, 58% of MCPS schools with walksheds and outside municipalities have a completed study. 100% of schools in Equity Emphasis Areas (EEAs) 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.



School Engagement and Education



Walking Wednesdays

Walking Wednesdays are designed to encourage students (and parents) to get to school by walking instead of by car - in conditions where it is safe to do so.



Bike Rodeos

One-time or multi-day training to educate elementary school students on general bike safety, best practices, and transportation safety through interactive events.



Guidance

Resources to empower school parents, students, and staff. For example, step-by-step guidance for starting and maintaining walking school bus.



Youth Ambassadors

Five-month program emerging high school students in Vision Zero and the Safe System Approach with capstone project "Safety Day."