



ROCKVILLE CITY POLICE

SAFE SPEED PROGRAM EVALUATION

2013 & 2014

April 2015

Summary

The Rockville City Police Department has been successfully operating a speed camera program in school and residential zones since 2007. Our program was designed with the ultimate goal of saving lives and preventing injuries by reducing speeding on residential and school zone roadways. This report concludes that our program has continued to be as successful as previous evaluation reports (2009 and 2011).

Research shows that the number of vehicles exceeding the speed limit in our photo enforcement zones, by at least 12 mph has been reduced by approximately 50 percent. The number of collisions occurring on these roadways has decreased by 35 percent since the program's inception in 2007. Drivers are changing their behaviors and roads around our neighborhoods and schools are safer.

Through the Safe Speed Program 39,091 speed citations were issued to vehicle owners in 2013 and 33,925 speed citations were issued in 2014. This is a decrease of 28 percent when compared to the evaluation report of 2011.

Over the years, the program has self-funded and also provided a revenue stream to the City of Rockville with monies earmarked for school, traffic, and pedestrian safety projects.

This evaluation addresses all the reporting requirements of our speed camera program. I am confident that you will agree that the speed camera program in the City of Rockville continues to be effective, efficient, fair, and a true benefit to the safety of all.

T.N. Treschuk
Chief of Police

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Background

In January 2006, the Maryland General Assembly authorized the use of photo speed monitoring systems throughout Montgomery County on residential streets and in school zones where the posted speed limit was 35 miles per hour or less. Violations could be issued if the vehicle's speed exceeded the posted speed limit by more than 10 mph. The county was required to collect the fees for all citations that were issued by any speed camera programs operated in the county; the revenues from the citations were then remitted back to the municipalities that operated the program.

In 2009, the Maryland General Assembly, the State Senate, and the Governor introduced legislation which currently governs how our speed camera program is implemented and regulated. Here are some of the key points of the 2009 State Speed Camera Law (TA 21-809) as it pertains to the City of Rockville:

- Use of speed cameras is limited to residential roads and school zones where the posted speed limit is 35 mph or below.

- The violation threshold is at least 12 mph over the posted speed limit.

- School zone cameras restricted to 6 am to 8 pm, Monday – Friday.

- Only duly authorized law enforcement officer (sworn) may approval citations.

- Each municipality can collect their fines and fees, and the use of revenues is limited to public safety purposes.

To date, the rules and regulations pertaining to how a speed camera may be used to enforce speed limits remains largely unchanged since 2009.

Program Update

At the start of 2013, the Police Department operated a total of 17 speed cameras within the City limits. The configurations of the camera platforms are as follows: 8 fixed-pole cameras, 7 Portable Camera Units (PCU), and 2 mobile speed vans.

In the Spring of 2013, the fixed-pole camera on the 500 block of W Montgomery Ave eastbound was decommissioned due to significant motorist compliance with the posted speed limit. The camera poles and housing unit remains at the site to provide a visible deterrence to would be speeders. The Police Department also added an additional PCU after the decommissioning of the fixed-pole site for a total of 8 PCUs. The net number of speed cameras in the City remains at 17.

Section 1. Enforcement Activity to Include Location and Frequency of the Placement of Speed Monitoring Systems

In 2013, the Police Department conducted a total of 53,822.14* enforcement hours and issued 39,091 civil speed camera citations. In 2014, 58,940.91* enforcement hours were conducted and 33,925 citations were issued. When compared to 2011 (53,830 enforcement hours and 47,179 issued citations), the increased enforcement efforts and the declining number of issued citations suggests that motorists are changing their driving behavior and slowing down on our roadways.

Attachment 1 contains a brief synopsis of each speed camera site for 2013 and 2014. Roadways receiving speed camera enforcement are based on the locations with the most significant speeding problem, proximity to pedestrian traffic, and citizen complaints.



*Data for the number of enforcement hours at some speed monitoring sites were unavailable at the time of the writing of this report. The number of enforcement hours for those sites are recorded as "N/A" in **Attachment 1**.

Section 2. Citation Information to Include Violations Photographed, Rejected, Issued

In 2013, there were a possible 47,816 violations recorded by our speed cameras, of which 39,091 citations were issued and mailed. In 2014, there were a possible 41,351 violations recorded by our speed cameras, of which 33,925 citations were issued and mailed. The difference in the number of possible violations recorded and the number of those violations mailed is due to our multi-level review and rejection of citations based upon our strict quality-control measures.

Violations may be rejected for a number reasons to include, but not limited to:

- Unclear registration plate / registration plate obstructed
- Lack of fixed object in the photo
- Photos were too dark or generally unclear

Emergency vehicles were also issued citations if they were detected to be exceeding the threshold speed and were not on emergency calls. Payment was made by the responsible party, unless it could be demonstrated that they were on an emergency call. The fines associated with these citations are paid by the individual driver of the vehicle from personal funds.

Section 3. Updated Speed and Accident Surveys

A sampling of three of our fixed pole speed camera sites shows that, on average, vehicle speeds have increased by approximately 3mph above the posted speed limit in 2013 and 2014. However, the number of vehicles exceeding the posted speed limit by 12mph or more has decreased by approximately 50 percent since 2011. In 2013, there were a total of 8 vehicle accidents reported within a 0.5 mile distance of all of our fixed pole camera sites, and in 2014 there were a total of 8 vehicle accidents reported. None of the accidents resulted in any fatalities.

Attachment 2 shows the completed surveys for the three fixed pole speed camera sites.

Section 4. Financial Information and Program Costs

Fiscal Year 2013: During FY13, the speed camera program cost a total of \$1,368,270.90. Those costs included \$393,466.17 in personnel costs, \$692,252.95 in vendor costs, and \$282,551.78 in general operating costs. The program received \$1,671,873.07 in fines collected from citations paid during that time period, plus \$1,466.81 in other fees and interests. Revenues in excess of operating expenditures totaled \$305,068.98.

Fiscal Year 2014: During FY14, the speed camera program cost a total of \$1,255,641.50. Those costs included \$354,416.41 in personnel costs, \$631,678.90 in vendor costs, and \$269,546.19 in general operating costs. The program received \$1,485,825.86 in fines collected from citations paid during that time period, plus \$548.23 in other fees and interests. Revenues in excess of operating expenditures totaled \$230,732.59

Operating Budget Information

Type	FY13 Actual	FY14 Actual
<i>Expenditures</i>		
Personnel	\$ 393,466.17	\$ 354,416.41
Payments to Vendor	\$ 692,252.95	\$ 631,678.90
Misc. Operating Costs	\$ 282,551.78	\$ 269,546.19
Total Expenditures	\$1,368,270.90	\$1,255,641.50
<i>Revenues</i>		
Citations	\$1,671,873.07	\$1,485,825.86
Other Revenue	\$ 1,466.81	\$ 548.23
Total Revenues	\$1,673,339.88	\$1,486,374.09

Revenues in Excess of Operating Expenditures	FY13 Actual	FY14 Actual
	\$ 305,068.98	\$ 230,732.59

Revenues in excess of operating expenditures make up a fund's balance. In accordance with State Law, excess revenues generated by the Speed Camera Program are earmarked for pedestrian safety purposes. Current Speed Camera fund balance (totaling \$2.0 million as of 6/30/14) is programmed in the City's five-year Capital Improvements Program (CIP) for transportation and pedestrian safety related projects.

In addition to funding the day-to-day operations of the program shown above, the City used Speed Camera funds to support the following transportation and pedestrian safety related CIP projects in FY13 and FY14:

- Accessible Pedestrian Signals
- Bridge Rehabilitation
- Pedestrian Safety
- Sidewalks
- Streetlight Improvements
- Traffic Controls: Citywide



Section 5. Conclusion

The City of Rockville Speed Camera program continues to show success by supplementing the efforts of patrol officers in the furtherance of one of our department goals: Save lives, Prevent Collisions, and Facilitate the Efficient Movement of Vehicular and Pedestrian Traffic. The days and hours of documented enforcement show that this program is a dedicated resource which truly enhances our ability to improve safety in school and residential zones.

Although recent data from our fixed pole camera locations shows that the average moving speeds of vehicle passes have increased slightly, the significant reduction in the number of citations issued throughout the years suggests that motorists are being mindful of the speed limit on our roadways.

Revenues generated by the Speed Camera program are used to fund the program's operations, therefore ensuring that it is only the violators, and not the tax payers, who burden the financial expenses of maintaining the program. The City continues to enhance public safety programs and projects with the net revenues of the program.

There are many people to recognize for the success of the Safe Speed Program. The Mayor and Council have strongly advocated for increased pedestrian and public safety. Motorists driving on our roadways have changed their driving behaviors and have made our roads safer. In addition, the many City employees, from multiple departments and divisions, really make this program highly successful.

Attachment 1

CAMERA SITE DATA LOCATION

Fixed-Pole Cameras

Location	Hours (2013)	Citations (2013)	Hours (2014)	Citations (2014)
400 Blk W. Montgomery Ave w/b	N/A	1509	N/A	1445
500 Blk W. Montgomery Ave e/b	2280.00	54	384.00	4
2100 Blk Baltimore Rd s/b	7176.00	763	7608	1065
2200 Blk Wootton Pkwy n/b	7728.07	979	7440	1210
2200 Blk Wootton Pkwy s/b	7032.00	737	7632.00	1070
550 Blk Redland Blvd e/b	3262.45	968	3117.08	839
600 Blk Great Falls Rd n/b	2652.92	1034	2674.73	1011
700 Blk Twinbrook Pkwy n/b	1860.97	261	1132.68	180

Portable Camera Units (PCU)

Location	Hours (2013)	Citations (2013)	Hours (2014)	Citations (2014)
400 Blk Twinbrook Pkwy s/b	N/A	4257	8475.33	3161
400 Blk Twinbrook Pkwy n/b	0	0	524.98	278
600 Blk Twinbrook Pkwy n/b	81.50	108	42.88	4
400 Blk W Montgomery Ave e/b	83.92	34	271.42	69
600 Blk W Montgomery Ave w/b	555.95	344	368.32	223
Unit Blk Mannakee St n/b	577.80	281	383.17	208
Unit Blk Mannakee St s/b	611.90	462	556.88	467
200 Blk Nelson St n/b	N/A	7449	N/A	6622
200 Blk Nelson St s/b	1929.05	1497	1574.08	1344
600 Blk Nelson St e/b	1201.47	642	738.18	404
500 Blk Nelson St w/b	560.92	348	498.48	213
1000 Blk First St s/b	416.47	103	531.97	78
500 Blk Gaither Rd n/b	659.50	342	353.08	216
1000 Blk Gaither Rd s/b	965.48	1032	764.87	869
1200 Blk Edmonston Dr w/b	363.83	177	428.45	168
500 Blk Mannakee St n/b	229.65	70	55.72	8
500 Blk Mannakee St s/b	298.22	16	47.02	1
700 Blk College Pkwy s/b	677.08	386	619.62	389

Location	Hours (2013)	Citations (2013)	Hours (2014)	Citations (2014)
700 Blk Cabin John Pkwy s/b	23.80	8	20.08	0
14000 Blk Avery Rd n/b	558.83	583	513.98	343
600 Blk College Pkwy n/b	55.33	2	18.53	0
2000 Blk Baltimore Rd n/b	0.03	0	33.90	13
2100 Blk Baltimore Rd n/b	0	0	342.92	132
600 Blk Great Falls Rd s/b	N/A	4688	N/A	3157
400 Blk Great Falls Rd s/b	0	0	58.03	13
9500 Blk Veirs Dr e/b	1517.33	1257	1112.35	725
9500 Blk Veirs Dr w/b	344.50	140	379.25	260
500 Blk Fallsgrove Dr e/b	132.85	92	317.67	217
500 Blk Fallsgrove Dr w/b	405.40	190	161.30	72
400 Blk Hurley Ave n/b	667.15	255	678.78	219
400 Blk Hurley Ave s/b	396.30	182	324.13	86
300 Blk Martins Ln e/b	980.97	988	603.82	610
300 Blk Martins Ln w/b	891.27	585	333.28	221
600 Blk Rollins Ave w/b	908.48	667	559.02	562
2900 Blk Glenora Ln n/b	14.95	0	90.92	10
2800 Blk Glenora Ln s/b	15.15	10	8.62	2
1700 Blk Sunrise Dr w/b	288.88	53	165.90	15
1700 Blk Sunrise Dr e/b	0	0	210.18	22
1000 Blk Grandin Ave e/b	14.47	1	11.18	0
300 Blk W. Edmonston Dr e/b	247.78	94	378.15	109
300 Blk W. Edmonston Dr w/b	320.12	78	131.47	26
500 Blk Mt. Vernon Place n/b	186.13	85	208.00	89
500 Blk Mt. Vernon Place s/b	421.93	175	230.62	99
800 Blk College Pkwy n/b	458.95	195	2146.33	618
1500 Blk Dunster Rd e/b	0	0	34.37	5
2000 Blk Henry Rd n/b	0	0	9.38	0
300 Blk Broadwood Dr n/b	0	0	31.87	2
300 Blk Broadwood Dr s/b	0	0	16.92	0
2000 Blk McAuliffe Dr w/b	0	0	14.45	2
2100 Blk McAuliffe Dr w/b	0	0	554.05	281
2200 Blk McAuliffe Dr w/b	0	0	93.43	23
1100 Blk Grandin Ave w/b	0	0	11.43	0

Mobile Van

Location	Hours (2013)	Citations (2013)	Hours (2014)	Citations (2014)
600 Blk Nelson St e/b	115.63	145	89.63	123
600 Blk Nelson St w/b	28.28	18	5.08	3
500 Blk Nelson St w/b	7.60	14	12.40	13
200 Blk Nelson St n/b	7.90	7	12.60	21
400 Blk College Pkwy e/b	2.32	2	0	0
300 Blk Baltimore Rd w/b	104.03	256	52.57	64
300 Blk Baltimore Rd e/b	225.48	626	672.97	1341
800 Blk College Pkwy n/b	458.30	1249	153.10	228
500 Blk Mount Vernon Place n/b	5.60	1	11.20	9
500 Blk Mount Vernon Place s/b	9.18	7	14.83	2
600 Blk Rollins Ave w/b	49.70	64	103.98	129
2900 Blk Glenora Ln n/b	3.42	0	0	0
2800 Blk Glenora Ln s/b	2.17	2	0	0
400 Blk Hurley Ave n/b	34.83	44	40.32	40
400 Blk Hurley Ave s/b	0.97	1	1.37	2
800 Blk Hurley Ave s/b	2.83	1	0	0
1700 Blk Sunrise Dr n/b	7.77	5	0	0
1700 Blk Sunrise Dr s/b	3.00	0	0	0
200 Blk W. Edmonston Dr e/b	6.65	6	0	0
300 Blk W. Edmonston Dr w/b	42.37	2	4.52	7
1200 Blk Edmonston Dr w/b	12.98	19	0	0
300 Blk Edmonston Dr w/b	0.40	0	0	0
1300 Blk Grandin Ave s/b	3.70	1	0	0
300 Blk Broadwood Dr n/b	0.88	2	3.58	2
300 Blk Broadwood Dr s/b	58.42	101	90.45	177
500 Blk Fallsgrove Dr e/b	34.70	49	2.02	2
Unit Blk Mannakee St n/b	15.43	7	5.10	6
Unit Blk Mannakee St s/b	264.38	317	92.22	120
300 Blk Martins Ln e/b	22.50	17	0.02	0
300 Blk Martins Ln w/b	4.55	0	0	0
400 Blk Twinbrook Pkwy n/b	0	0	72.53	88
400 Blk Twinbrook Pkwy s/b	0	0	14.53	21
700 Blk Twinbrook Pkwy s/b	0	0	3.43	10
1400 Blk Gerard St s/b	0	0	1.00	0
1700 Blk Sunrise Dr n/b	0	0	5.30	0
1700 Blk Sunrise Dr s/b	0	0	2.33	0
1200 Blk Broadwood Dr n/b	0	0	0.80	0

Attachment 2

SPEED SURVEY

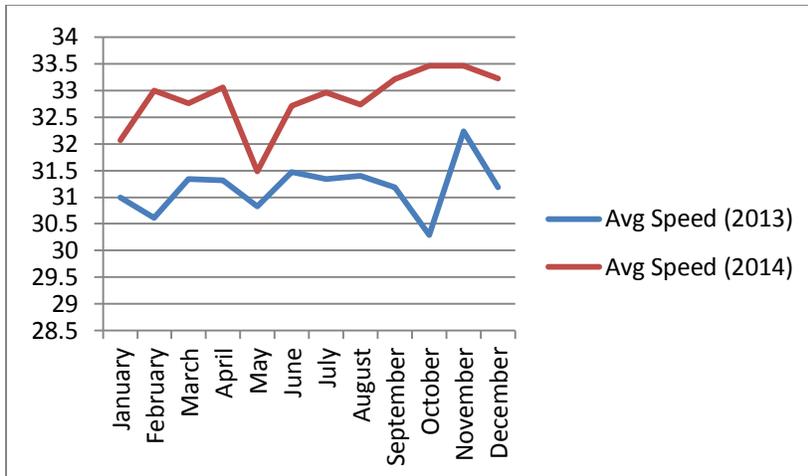
Fixed Pole Site: 550 Blk Redland Blvd Northbound

Speed Limit: 30mph

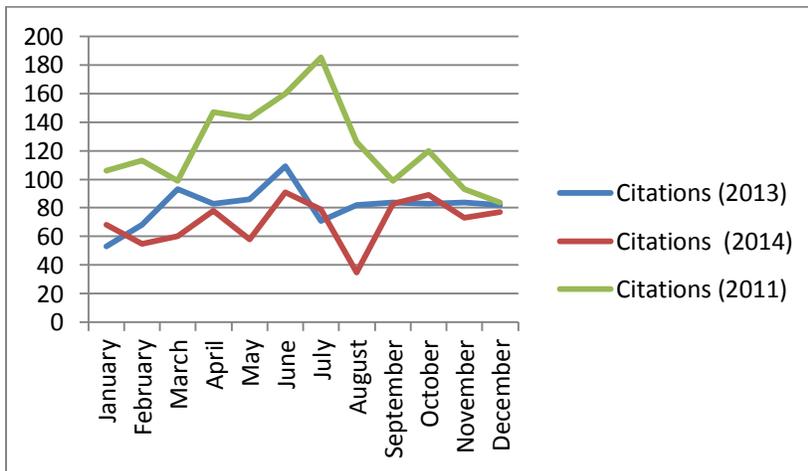
Average Vehicle Speeds: 31.18mph (2013), 32.84mph (2014)

Number of Citations Issued: 1475 (2011), 978 (2013), 846 (2014)

Average Vehicle Speeds by Month



Citations Issued by Month



Attachment 2 (Continued)

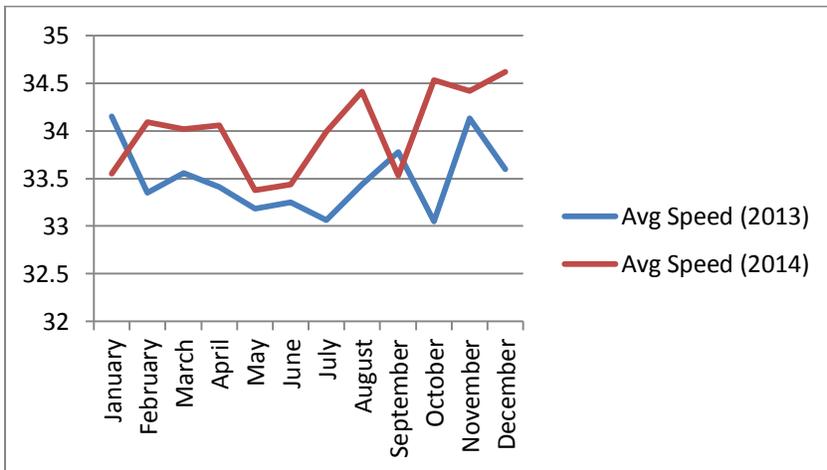
Fixed Pole Site: 600 Blk Great Falls Rd Northbound

Speed Limit: 30mph

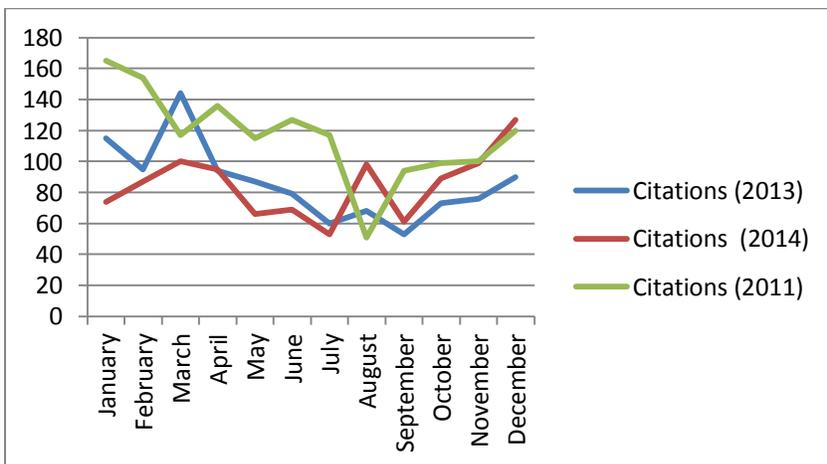
Average Vehicle Speeds: 33.49mph (2013), 34.00mph (2014)

Number of Citations Issued: 1395 (2011), 1034 (2013), 1018 (2014)

Average Vehicle Speeds by Month



Citations Issued by Month



Attachment 2 (Continued)

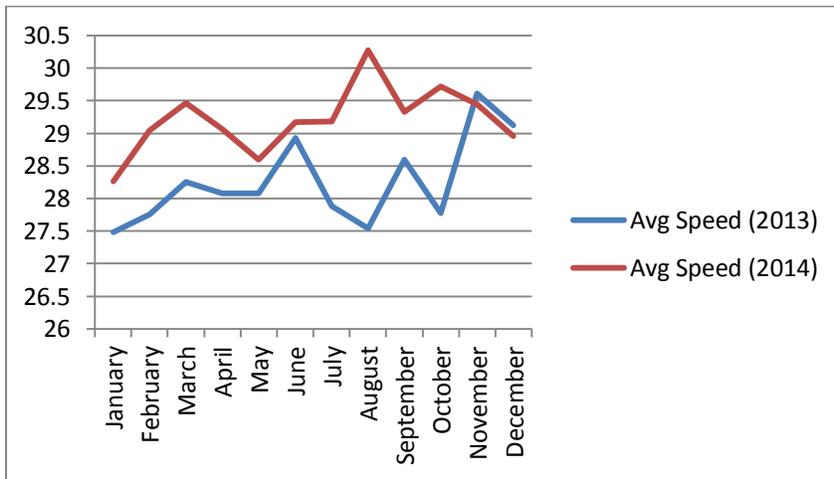
Fixed Pole Site: 700 Blk Twinbrook Pkwy Northbound

Speed Limit: 25mph

Average Vehicle Speeds: 28.25mph (2013), 29.20mph (2014)

Number of Citations Issued: 1688 (2011), 271(2013), 183 (2014)

Average Vehicle Speeds by Month



Citations Issued by Month

