

# **HB1173 - Senate\_FAV\_City of Rockville\_Montgomery C**

Uploaded by: Christine Krone

Position: FAV



**Testimony of the Mayor and Council of Rockville**  
**HB 1173 – Montgomery County – Speed Monitoring Systems – High-Risk**  
**Highways MC 17-25**  
**SUPPORT**

Good afternoon, Chair Smith and members of the Senate Judicial Proceedings Committee. I'm Christine Krone from Schwartz, Metz, Wise, and Kauffman in representation of the Mayor and Council of Rockville. Thank you for the opportunity to testify in support of HB 1173. We are thankful to the Montgomery County Delegation for sponsoring this important legislation. The City would also like to recognize Senator Kagan for her efforts on this bill in support of municipalities.

The Mayor and Council unanimously support HB 1173, which authorizes Montgomery County and its municipalities to locate speed monitoring systems identified in a County, municipal, or State Vision Zero Plan/Local Strategic Highway Safety Plan as high-risk roads resulting in bodily injuries or death. After recovering implementation costs, local governments must direct speed camera revenues from those roadways toward funding the design and construction of safety-related projects. This legislation aligns with Rockville's Vision Zero program, which seeks to eliminate all traffic fatalities and serious injuries.

HB 1173 is of great significance because it would allow for the placement of additional speed cameras on State roads in Rockville and Montgomery County municipalities. In Rockville, five out of our six roads in the City's "High Injury Network" are located on State roads, including MD 355 Rockville Pike from Veirs Mill Road to Bouic Avenue, MD 28 from Research Boulevard to Mannakee Street, and MD 355 Frederick Road from Ridgemont Avenue to Watkins Pond Boulevard. At these locations, there have been at least four fatal or serious injury crashes between 2017-2021. Additionally, Hungerford Drive, MD 355, and Viers Mill Road, MD 586, are priority corridors in the State's Pedestrian Safety Action Plan.

The revenue generated would support Rockville making additional investments in critical infrastructure projects to improve safety for those who walk, bike, roll, and use public transportation. Having the ability to implement more projects would expedite the forward progress the City is making towards achieving its Vision Zero program goals.

HB 1173 is a major step forward in support of achieving our mutual Vision Zero goals. By increasing the prevalence of speed cameras on State roads in Montgomery County and its municipalities, we will improve safety and access for our most vulnerable residents who walk, bike, roll, and use public transit. For these reasons we urge the Committee to provide HB 1173 with a favorable report.

## **Del. Amendment**

Uploaded by: Montgomery County Delegation Montgomery County Delegation

Position: FAV



HB1173/693920/1

AMENDMENTS  
PREPARED  
BY THE  
DEPT. OF LEGISLATIVE  
SERVICES

06 MAR 25  
09:50:10

BY: Senator Kagan  
(To be offered in the Montgomery County Senate Delegation)

AMENDMENT TO HOUSE BILL 1173  
(First Reading File Bill)

On page 2, in line 35, after “(VII)” insert “1.”; in line 36, strike “OR BY A MUNICIPAL GOVERNMENT IN MONTGOMERY COUNTY”.

On page 3, in line 6, strike “MUNICIPALITY’S,”; in the same line, strike the second comma; and after line 9, insert:

“2. FROM THE FINES COLLECTED BY A MUNICIPAL GOVERNMENT IN MONTGOMERY COUNTY AS A RESULT OF VIOLATIONS ENFORCED BY SPEED MONITORING SYSTEMS PLACED IN ACCORDANCE WITH § 21-809(B)(1)(VI)7 OF THE TRANSPORTATION ARTICLE, ANY BALANCE REMAINING AFTER THE ALLOCATION OF FINES UNDER SUBPARAGRAPH (I)1 OF THIS PARAGRAPH SHALL BE USED TO FUND THE STUDY, DESIGN, AND CONSTRUCTION OF SAFETY-RELATED PROJECTS ON ROADWAYS OR INTERSECTIONS IN THE MUNICIPALITY THAT HAVE BEEN IDENTIFIED IN THE MUNICIPALITY’S, COUNTY’S, OR STATE’S MOST RECENT STRATEGIC HIGHWAY SAFETY PLAN, VISION ZERO PLAN, OR SIMILAR ROAD SAFETY PLAN AS ROADWAYS OR INTERSECTIONS THAT ARE AT HIGH RISK FOR MOTOR VEHICLE CRASHES THAT RESULT IN SERIOUS BODILY INJURY OR DEATH.”

**Del. Ltr.**

Uploaded by: Montgomery County Delegation Montgomery County Delegation

Position: FAV

BENJAMIN F. KRAMER  
CHAIR

SARA LOVE  
VICE CHAIR



BRIAN J. FELDMAN  
KATIE FRY HESTER  
CHERYL C. KAGAN  
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WILLIAM C. SMITH, JR.  
JEFF WALDSTREICHER  
CRAIG J. ZUCKER

THE SENATE OF MARYLAND  
ANNAPOLIS, MARYLAND 21401  
MONTGOMERY COUNTY DELEGATION

March 20, 2025

Senator William Smith  
Chairman  
Senate Judicial Proceedings Committee

Dear Senator Smith:

The following bill has passed the Montgomery County Senate Delegation with an Amendment. We ask for a favorable committee report on this legislation. Thank you.

HB1173 Montgomery County – Speed Monitoring Systems – High-Risk Highways

Sincerely,

A handwritten signature in blue ink that reads "Benjamin F. Kramer".

Senator Ben Kramer  
Chairman  
Montgomery County Senate Delegation

## **Del. Vote**

Uploaded by: Montgomery County Delegation Montgomery County Delegation

Position: FAV

**MONTGOMERY COUNTY SENATE DELEGATION  
VOTING LIST – 2025**

Date: March 6/2025

Bill: HB 1173 MC 17-25 Montgomery County-Speed  
Monitoring Systems - High-Risk Highways

**MOTION:**     favorable     favorable as amended by House  
 favorable with Senate amendments     unfavorable     hold

Move Sen Kagan

Second Sen Zucker

amendment (s) HB 1173 / 693920 / 1

other \_\_\_\_\_

Senate Delegation	YEA	NAY	ABSTAIN	ABSENT
Sen. Kramer	✓			
Sen. Feldman	✓			
Sen. Hester	✓			
Sen. Kagan	✓			
Sen. King	✓			
Sen. Love	✓			
Sen. Smith	✓			
Sen. Waldstreicher	✓			
Sen. Zucker	✓			

**FINAL DISPOSITION:**     favorable     favorable as amended by House  
 favorable with Senate amendments     unfavorable     hold



**HB 1173 - MoCo\_Morningstar\_FAV (GA 25) (Senate).pd**

Uploaded by: Sara Morningstar

Position: FAV



# Montgomery County

## Office of Intergovernmental Relations

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ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

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**HB 1173**

**DATE: March 25, 2025**

**SPONSOR: Montgomery County Delegation**

**ASSIGNED TO: Judicial Proceedings**

**CONTACT PERSON: Sara Morningstar (Sara.Morningstar@montgomerycountymd.gov)**

**POSITION: Support**

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### Montgomery County – Speed Monitoring Systems – High-Risk Highways MC 17-25

House Bill 1173 authorizes Montgomery County to locate speed cameras on municipal, County, and State roadways that have been identified in the County's most recent Local Strategic Highway Safety Plan or Vision Zero Plan as roads that are at high risk for vehicle crashes resulting in bodily injuries or death. The County is required to direct speed camera revenues from those roadways toward funding study, design, and construction of safety-related projects. Additionally, the County must evaluate on or before October 1, 2030, and every five years thereafter, the effectiveness of new cameras under the new high injury network clause. Further, the bill asserts that speed camera revenues from programs operated by municipalities shall remain with the municipalities to be spent on the same study, design, and construction of safety-related projects as those required by the County.

Montgomery County's Vision Zero 2030 Action Plan reports that three percent of the roads in the County account for 41 percent of serious and fatal crashes. Many of these roadways are currently ineligible for automated speed enforcement due to State law prohibiting speed cameras in commercial zones or on roads with posted speed limits above 35 miles per hour. These roads include dangerous stretches of Frederick Road, Viers Mill Road, Randolph Road, and Shady Grove Road. Allowing automated speed enforcement on roadways that have been designated as being at high risk for vehicle crashes resulting in bodily injuries or death will have a significant impact on roadway safety.

Montgomery County respectfully requests that the Judicial Proceedings Committee adopt a favorable report on House Bill 1173.

# **HB1173\_ Montgomery County - Speed Monitoring System**

Uploaded by: Steve Ashurst

Position: FAV

March 21, 2025

HB1173: Montgomery County - Speed Monitoring Systems - High-Risk Highways MC 17-25

Chair Smith and members of the Judicial Proceedings Committee,

I support HB1173, which allows the placement and use of speed monitoring systems along high-risk routes in Montgomery County.

We know that reducing the speed of vehicles results in the reduction of injuries and fatalities, with the IIHS<sup>1</sup> having a quick summary. When statistics show that an area of high risk of injury or fatality due to speeding, this bill will allow locality or county government to implement safety measures through automated speed enforcement which will ensure all road users have a better chance of survival and reduced injury. Any crash interaction between a motor vehicle and vulnerable road user would ultimately be reduced outright due to everyone having longer reaction times.

As a frequent pedestrian and bicyclist, I know what it feels like to be hit while walking, buzzed by motor vehicles at or above the speed limit on a 35 mph road while I ride an inadequate 4-ft shoulder. I also drive and know that when I drive even a couple MPH below the speed limit on a 35 mph posted road, for example, I have much more time to react, and I'm much more likely to slow down and wait for pedestrians to cross roads.

Areas of roadways that have been statistically shown to be high-risk areas for injuries or fatalities should have changes made. One of those changes can and should be enforcement.

Anything we can do to help save lives for people navigating our roads in a motor vehicle, bicycle, scooter, wheel chair, or on foot is a step in the right direction.

I urge a favorable report from the committee so that it can be brought to the floor for a vote.

Sincerely,

Steve Ashurst  
14401 Hollyhock Way  
Burtonsville, MD 20866  
steve.a.md3@gmail.com  
330-474-3147

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<sup>1</sup> <https://www.iihs.org/topics/speed>

# **HB1173 - SHA - LOI – Montgomery County – Speed Mon**

Uploaded by: Patricia Westervelt

Position: INFO

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March 25, 2025

The Honorable Will Smith  
Chair, Senate Judicial Proceedings Committee  
2 Miller Senate Office Building  
Annapolis, MD 21401

***RE: Letter of Information – House Bill 1173 – Montgomery County – Speed Monitoring Systems – High Risk Highways (MC 17-25)***

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 1173 and offers the following information for the Committee’s consideration.

As written, HB 1173 would authorize placement and use of speed monitoring systems on highways in Montgomery County that are at high risk for motor vehicle crashes that result in serious bodily injury or death, subject to certain exceptions.<sup>1</sup> Montgomery County, or a municipality in Montgomery County, must evaluate the speed monitoring systems in accordance with the provisions of the bill on or before October 1, 2030, and every 5 years thereafter. Finally, HB 1173 requires the county to use speed monitoring system funds, after recovering the costs of implementing and administering the systems, for the study, design, and construction of safety projects on roadways or intersections in Montgomery County identified in a municipality, county or State’s Strategic Highway Safety Plan or Vision Zero Plan as being at high risk for motor vehicle crashes that result in serious bodily injury or death.

MDOT appreciates Montgomery County’s demonstrated leadership on safety through their published safety plans and encourages all Counties and municipalities to develop similar safety plans for their jurisdictions. Like Montgomery County, MDOT is committed to improving safety on Maryland’s roadways, including through the effective deployment of automated speed enforcement systems along vulnerable road user corridors and intersections. The State Highway Administration (SHA) acknowledges that any funding Montgomery County collects from speeding violations is for county use on roads covered in this bill. Further, the SHA understands the county would be responsible for installing and monitoring locations and time frames where speed cameras are deployed.

The SHA believes the proposed language could be further improved by clarifying the intent in the body of the bill. Specifically, the SHA requests that additional language be added to clarify that (1) the authority to approve cameras on State routes shall remain with SHA; (2) SHA would

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<sup>1</sup> Despite the general authority created in the bill, HB 1173 explicitly prohibits Montgomery County or a municipal government in Montgomery County from placing or using speed monitoring systems on a controlled access highway, an expressway, or an interstate highway in the County.

The Honorable Will Smith  
Page Two

recover costs from the County or agency for work to review, approve, and permit any system; and (3) HB 1173 does not authorize the County or municipality to circumvent the processes required in State law for the Consolidated Transportation Program prioritization of projects on State routes.<sup>2</sup>

SHA supports the goal of directing fines to public safety enhancements to address public safety needs on the roads where the violations occurred. Practically, funds collected on State roads should be retained by or directed to the State Highway Administration to improve safety on the State road in need of safety measures. This will ensure a unified response where both State and local roads are improved to ensure the safety of Marylanders within the county, whatever mode their transportation takes.

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating House Bill 1173.

Respectfully Submitted,

April King  
Director of Government Affairs  
State Highway Administration  
410-210-5780

Matthew Mickler  
Director of Government Affairs  
Maryland Department of Transportation  
410-865-1090

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<sup>2</sup> Regarding Item 3, additional language clarifying that the County may elect to use violation funds to provide the financial match to support MDOT-approved public safety purposes, including pedestrian or highway safety projects on State routes, may be of benefit in addition to the prohibition.