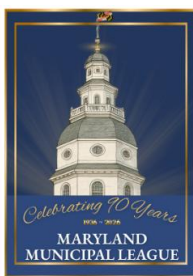


**HB 55 - MML - FAV.pdf**

Uploaded by: Bill Jorch

Position: FAV



## TESTIMONY

**COMMITTEE:** House Environment and Transportation

**DATE:** February 5, 2026

**POSITION:** Favorable

**BILL:** HB 55

The Maryland Municipal League supports HB 55, Vehicle Laws - Speed Monitoring Systems - Residential Districts

The bill would allow local governments statewide to place speed cameras in residential districts. This expanded authority enables this proven traffic safety device to be further deployed in areas with chronic reckless driving problems and vulnerable populations.

Numerous studies have shown that the presence of speed cameras reduces vehicular speed, overall accidents, and serious accidents. Currently, local governments are authorized to place speed cameras in residential districts in three counties, and the municipalities within, and in school zones statewide. Both residential areas and school zones are highly populated with vulnerable road users, primarily children.

One of the most frequent concerns our municipal leaders hear from their constituents is speeding in their community and speed cameras are one of the best tools to curb vehicular speeding. This bill provides the option for local governments to expand this already successful program to residential districts statewide. Not every municipality will use this tool, but having it as an option will allow each municipality to determine if it is the right choice for their community.

For these reasons, the Maryland Municipal League respectfully requests a favorable report on House Bill 55.

For more information relating to this piece of testimony, please contact:

Bill Jorch: Managing Director, Advocacy and Public Policy, [billj@mdmunicipal.org](mailto:billj@mdmunicipal.org)

*52 municipal governments operate roughly 300 speed cameras in the State.*

**HB 55\_Hempel Irani Testimony\_20260203.pdf**

Uploaded by: Clara Jackson

Position: FAV



# FREDERICK

## MARYLAND

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February 3, 2026

Written Testimony of Sarah Hempel Irani  
City of Frederick, City Council – District 5  
Submitted by Clara Jackson, Legislative Manager

In Support of HB 55 – Vehicle Laws – Speed Monitoring Systems – Residential Districts  
Before the House Environment and Transportation Committee

Honorable Members of the Environment and Transportation Committee,

I respectfully urge a favorable report on HB 55, which expands the authority to deploy speed monitoring systems in residential districts statewide and gives communities the tools they need to improve safety on neighborhood streets. As a resident and City Council member in the City of Frederick, I see firsthand how urgently our community needs better options to address dangerous speeding in residential areas. Currently, only Anne Arundel, Montgomery, and Prince George’s counties—and the municipalities within them—are permitted to place speed cameras in residential zones. This narrow authorization leaves many communities across Maryland without access to a proven safety tool on the very streets where children play, families walk, and neighbors gather. HB 55 corrects this inequity by giving all Maryland jurisdictions the same authority, allowing local governments to respond to safety concerns with solutions tailored to their communities.

At its core, this bill is about protecting people. Maryland has already seen the effectiveness of speed cameras in school zones, where they have consistently reduced dangerous speeding and improved safety for children and families. Residential neighborhoods are home to some of our most vulnerable road users—children, older adults, and anyone who walks, bikes, or uses mobility devices. When drivers speed through these areas, the consequences can be devastating. These are precisely the environments where lower speeds matter most, and where even small reductions in vehicle speed can significantly reduce the likelihood and severity of crashes.

By giving communities the option to use speed cameras, HB 55 helps create calmer, safer streets where children can explore their neighborhoods, walk or bike to a friend’s house, and gain independence without parents fearing for their safety.

By passing HB 55, the General Assembly would provide local governments like Frederick with an additional, flexible tool to address speeding, calm traffic, and enhance safety in the places where people live, walk, and play. While no single policy can solve every traffic safety challenge, HB 55 represents an important step in a broader effort to make Maryland’s roads safer for everyone. It gives

local governments one more tool to build safer, more livable neighborhoods—places where people feel secure stepping outside their front door.

For these reasons, I strongly support HB 55 and urge the committee to issue a favorable report.

Thank you for your consideration.

**Sarah Hempel Irani**  
Council Member  
District 5

# **HB55\_MCPA\_MSA\_FAV**

Uploaded by: Darren Popkin

Position: FAV



# Maryland Chiefs of Police Association

## Maryland Sheriffs' Association



### MEMORANDUM

TO: The Honorable Marc Korman, Chair and  
Members of the Environment and Transportation Committee

FROM: Darren Popkin, Executive Director, MCPA-MSA Joint Legislative Committee  
Andrea Mansfield, Representative, MCPA-MSA Joint Legislative Committee  
Samira Jackson, Representative, MCPA-MSA Joint Legislative Committee

DATE: February 5, 2026

RE: **HB 55 Vehicle Laws - Speed Monitoring Systems - Residential Districts**

POSITION: **SUPPORT**

The Maryland Chiefs of Police Association (MCPA) and the Maryland Sheriffs' Association (MSA) **SUPPORT HB 55**. This bill would authorize speed monitoring systems ("speed cameras") on highways in residential districts with a maximum posted speed limit of 35 miles per hour statewide, instead of current law that only authorizes residential speed cameras in Anne Arundel County, Montgomery County, and Prince George's County.

Under HB 55, speed cameras will be authorized for use in specified residential area locations across the state. The installation of these speed cameras will have a positive effect state-wide as it aims to negate negative and dangerous driving behaviors. Speed is a huge factor in the damage sustained in vehicle crashes. These cameras tend to slow vehicles down significantly, which will lead to a reduction in crashes and motor vehicle incidents. These speed cameras also serve to enhance safety in residential neighborhoods, where citizens are typically walking, riding bikes, and spending time outside with their families and/or pets.

The enactment of HB 55 allows police departments throughout the state to add speed cameras to encourage motorists to slow down in residential areas, where speeding is a problem. Additionally, the use of automated enforcement with speed cameras reduces the risks that are inherent during police traffic stops. Speed cameras have been an effective tool used to improve public safety by reducing speed-related vehicle crashes in residential areas.

For these reasons, MCPA and MSA **SUPPORT HB 55** and urge a **FAVORABLE** committee report.

**HB 55 - Feb 3, 2026.pdf**

Uploaded by: Deb Patterson

Position: FAV

## PIKESVILLE COMMUNITIES CORPORATION

ANNEN WOODS - AVALON COMMUNITIES - BEDFORD VILLAGE - DUMBARTON  
DUMBARTON/STEVENSON - ELEVEN SLADE - FIELDS OF STEVENSON  
GREENE TREE - LONG MEADOW - PIKESVILLE TOWNSHIP  
PINE RIDGE - VALLEY GATE - VILLAGES AT WOODHOLME

February 3, 2026

In Support of HB 55:

Dear Senators and Delegates,

On behalf of Pikesville Communities Corporation, a coalition of more than a dozen neighborhoods representing over 2,000 Baltimore County residents and taxpayers, we ask you to support **House Bill 55 (HB 55) — Vehicle Laws – Speed Monitoring Systems – Residential Districts** and vote for its passage this session.

Baltimore County already bears responsibility for traffic safety on its roads. The County installs signage, redesigns intersections, deploys speed humps, and implements other traffic-calming measures. Yet many of these tools are slow, expensive, politically difficult, or simply ineffective on wide, high-speed corridors. Residents are frequently advised that traffic-calming infrastructure is subject to limited funding, lengthy prioritization processes, and competing capital demands—often delaying or preventing implementation altogether. As a result, communities continue to live with chronic speeding in places where people walk, shop, wait for buses, and cross the street every day. Repeatedly, we hear the same message across neighborhoods: this is the one issue that unites residents in shared concern.

In all areas of Baltimore County, including Pikeville, residents routinely report excessive speeding along major residential and commercial corridors used daily by pedestrians, bus riders, and nearby neighborhoods. Despite repeated complaints and the use of traditional traffic-calming measures, dangerous speeding persists—underscoring the need for additional, proven tools that can be deployed where risk is documented and ongoing.

Traditional traffic enforcement is also increasingly constrained. Like many jurisdictions, Baltimore County faces ongoing police staffing challenges, which necessarily limit the ability to conduct routine speed enforcement on local roads. The reality is that sustained, officer-based traffic enforcement is no longer feasible at the scale required to address chronic speeding across numerous neighborhoods. Automated speed enforcement is not a replacement for policing—it is a practical supplement that reflects today's staffing realities.

Speed cameras are not about revenue. They are about behavior change. They are among the most effective tools available to reduce speeding quickly and measurably, and they belong in the same toolkit as other traffic-calming strategies, particularly where infrastructure solutions are delayed or cost-prohibitive and where traditional enforcement capacity is limited.

Maryland already entrusts counties with critical, localized public-safety decisions—from land use and school siting to road design and code enforcement—because conditions vary block by block. Speed management should be treated no differently.

Some jurisdictions appear to have broader speed-camera authority simply because they moved quickly to implement the limited tools the State made available under existing law. Baltimore County, like all counties, remains bound by the same statutory framework and cannot expand beyond it without **HB 55**. The difference is not a lack of will, but the narrow scope of state authorization. The result is inequity: some communities can respond to documented safety threats while others remain exposed, even when the danger is just as real.

**The State has not stepped in to manage speeding on county roads, nor has it offered an alternative enforcement strategy. Instead, it has repeatedly restricted the County's ability to act, leaving residents in known danger zones with no meaningful protection. This creates a counterproductive inversion: local governments are held accountable for safety but denied access to one of the most effective tools available.**

Traffic patterns differ block by block. Counties and municipalities are best positioned to identify where speeding poses the greatest risk. Local elected officials are accountable to their communities, and if cameras are misused, residents know exactly where to turn. That accountability is the safeguard.

This is not a partisan issue. It is a practical one. Giving counties the authority to deploy speed cameras where data and community experience demonstrate real danger—while acknowledging modern budgetary and staffing realities—is common-sense public safety policy.

We respectfully ask you to support **House Bill 55** this session and help return this decision-making power to local governments—where it belongs.

Sincerely,  
**Deb Patterson**  
President  
Pikesville Communities Corporation  
Pikesville, Maryland



**HB 55 2026 written testimony.pdf**

Uploaded by: Jeff Myers

Position: FAV

## **Written Position of Jeff Myers on HB 55 of 2026**

I write to you as a longtime resident of Timonium, Maryland. My name is Jeff Myers, and I implore you to vote in favor of HB 55.

It should not be news to you that speeding is out of control. It is invariably one of the top complaints of residential communities across the State, especially now that Waze and other services route commuters and transporters through residential areas. In my area people use Pot Spring Road as a thoroughfare and routinely drive 20 to 30 miles per hour over the speed limit. We have had a number of serious accidents, which the Cockeysville police precinct can confirm. One accident was so severe that people had to be transported to Shock Trauma via helicopter. Another resulted in a car going airborne and landing in the backyard of a home that faced Pot Spring Road. All this occurred on a 30-mph road.

At a community meeting called about the Pot Spring situation, County police officers and a senior traffic engineer confided that the only thing that will really slow down drivers is speed cameras, especially if the boxes are left in place so drivers do not know when a camera has been moved to another location. Signs, striping, and medians only help so much, and speed bumps can only be installed in limited situations.

While HB 55 alone may not alleviate this problem, it will be a significant part of solving the speeding problem in residential areas. Counties deserve the flexibility to place speed cameras in residential areas other than school zones. Anne Arundel, Montgomery, and Prince George's Counties have this power already. The Insurance Institute for Highway Safety studied Montgomery County's program and found it to be effective:

<http://dx.doi.org/10.1080/15389588.2016.1189076>.

Other counties should have the same power to battle speeding as each sees fit to do so. Our children and citizens are no less valuable than those of Anne Arundel, Montgomery, and Prince George's Counties. We need your support for HB 55.

# SafeRoadsMD Supports HB 55.pdf

Uploaded by: John Seng

Position: FAV



SafeRoadsMD

**PLEASE SUPPORT HB 55**  
**“Vehicle Laws – Speed Monitoring**  
**Systems – Residential Districts”**

## **MARYLAND COALITION FOR ROADWAY SAFETY, INC.**

### **URGES MD HOUSE ENT COMMITTEE SUPPORT FOR HB 55**

February 3, 2026

TO:

Honorable Delegate Marc Korman, Chair  
Honorable Delegate Michele Guyton, Vice Chair  
House Environment and Transportation Committee  
Maryland General Assembly  
250 & 251 Taylor House Office Building  
Annapolis, Maryland 21401

FROM:

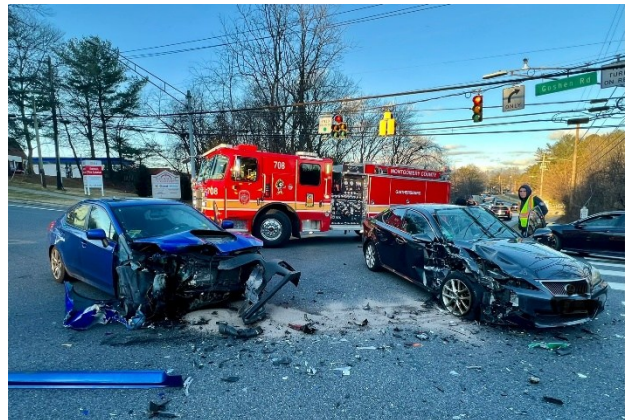
John Seng, Chair  
SafeRoadsMD - Maryland Coalition for Roadway Safety, Inc.  
(202) 468-7682, [JSeng@SafeRoadsMD.org](mailto:JSeng@SafeRoadsMD.org)  
[SafeRoadsMD.org](http://SafeRoadsMD.org)

#### **Re: Request for a Favorable Review of HB 55 – Vehicle Laws – Speed Monitoring Systems – Residential Districts**

Dear Chair Korman, Vice Chair Guyton and Members of the Maryland House Environment and Transportation Committee:

On behalf of SafeRoadsMD (Maryland Coalition for Roadway Safety, Inc.), a statewide coalition of families, advocates, and professionals committed to reducing traffic deaths, serious injuries, and crashes, we respectfully urge a favorable report on House Bill 55, sponsored by Vice Chair Guyton.

Maryland residents continue to experience an unacceptably high level of roadway harm, with excessive speeding a persistent and well-documented contributor to crashes and fatalities—particularly on residential streets where people live, walk, bike, and play. In too many communities, dangerous speeding has become normalized, even as the consequences grow more severe for pedestrians, cyclists, and drivers alike.



Credit: Montgomery County Fire & Rescue Service 2026

**Maryland Coalition for Roadway Safety, Inc.**  
2127 Regina Terrace, Clarksburg, MD 20871 (202) 468-7682

**HB 55 offers a measured, commonsense response by applying statewide the authority to use speed monitoring systems on qualifying residential roads.** Specifically, the bill allows speed monitoring systems to be used on highways in any Maryland County residential district with posted speed limits of 35 miles per hour or less, provided those limits were established using generally accepted traffic engineering practices. **Importantly, HB 55 preserves local control: a speed monitoring system may only be used if authorized by the local governing body after reasonable public notice and a public hearing.**

**Already 42% of Maryland’s population and their counties benefit from county-level control over speed camera programs. (Please see page 3.)** SafeRoadsMD see no good reasons for discriminating against the remaining 58% of Marylanders in receiving local county management.

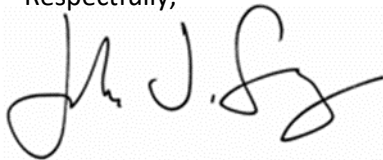
The bill does not mandate cameras, lower speed limits, or override local decision-making; it simply ensures that all Maryland communities have equal access to a proven safety tool already in use in parts of the state.

Just as importantly, **HB 55 targets only the most dangerous behavior.** Enforcement applies solely to vehicles traveling at least 12 miles per hour above the posted speed limit—conduct that clearly places others at serious risk. This focus underscores that the bill is about safety, not minor infractions.

We recognize that automated enforcement can raise questions about fairness, revenue, or privacy. These concerns deserve thoughtful consideration. However, Maryland’s experience shows that speed monitoring systems are among the most transparent and equitable forms of traffic enforcement. They operate consistently and without bias, reduce the need for traffic stops that can introduce risk for both drivers and officers, and have been shown to change driver behavior by reducing excessive speeding. The result is fewer crashes and safer residential streets—not revenue generation.

SafeRoadsMD strongly supports HB 55 and respectfully asks the House Environment and Transportation Committee to issue a favorable report. The bill aligns squarely with Vision Zero principles and reflects a responsible, locally accountable approach to preventing needless loss of life on Maryland’s residential roadways. We appreciate Delegate Guyton’s introduction of HB 55 as well as the Committee’s leadership and continued commitment to the safety of all Maryland road users.

Respectfully,

A handwritten signature in black ink, appearing to read "John J. Seng". The signature is fluid and cursive, with a large initial "J" and "S".

John J. Seng  
Chair  
Maryland Coalition for Roadway Safety, Inc.

cc: Rev. Dr. R. Screen, R. Weiss - Route 210 Safety Committee; SafeRoadsMD Board; Kevin Jackson  
addendum: County populations with and without local control of speed camera programs.

Addendum

42% of Maryland's population and their counties (highlighted in yellow) benefit from county-level control over speed camera programs. 58% of Marylanders do not benefit from local/county-level control (highlighted in green).

coun	population	areA	Pop % of state	
Montgomery County	1,082,273.00	507.00	17.3%	42%
Prince George's County	966,629.00	498.00	15.4%	
Anne Arundel County	602,350.00	588.00	9.6%	
Baltimore County	852,425.00	682.00	13.6%	58%
Baltimore City	568,271.00	92.00	9.1%	
Howard County	339,668.00	254.00	5.4%	
Frederick County	299,317.00	667.00	4.8%	
Harford County	265,514.00	527.00	4.2%	
Carroll County	177,108.00	452.00	2.8%	
Charles County	174,478.00	643.00	2.8%	
Washington County	157,228.00	468.00	2.5%	
St. Mary's County	116,469.00	611.00	1.9%	
Wicomico County	106,329.00	400.00	1.7%	
Cecil County	106,305.00	418.00	1.7%	
Calvert County	94,913.00	345.00	1.5%	
Allegany County	67,097.00	430.00	1.1%	
Worcester County	54,337.00	695.00	0.9%	
Queen Anne's County	53,688.00	510.00	0.9%	
Talbot County	38,244.00	477.00	0.6%	
Caroline County	34,248.00	326.00	0.5%	
Dorchester County	33,138.00	983.00	0.5%	
Garrett County	28,393.00	656.00	0.5%	
Somerset County	25,241.00	611.00	0.4%	
Kent County	19,557.00	414.00	0.3%	
<b>TOTALS</b>	<b>6,263,220.00</b>	<b>12,254.00</b>	<b>100.0%</b>	

Source: SafeRoadsMD analysis

# **BikeMDetal-HB55 Speed Monitoring Residential-FAV-2**

Uploaded by: Jon Korin

Position: FAV



HB55: Vehicle Laws - Speed Monitoring Systems - Residential  
House Environment & Transportation Committee  
Bike Maryland and Statewide Coalition – FAVORABLE

February 5, 2026

Chair Korman and Committee Members,

Roadway safety is a paramount transportation concern, especially for vulnerable road users. HB55, Speed Monitoring Systems - Residential, would make Maryland's roadways safer for all who walk, bike, roll and drive. Bike Maryland is a statewide biking advocacy organization with over 200 paying members and thousands of other advocate contacts. We lead a coalition of organizations from across Maryland representing thousands of other supporters in the State. Bike Maryland and the coalition below support the bill.

Automated Traffic Enforcement, or ATE, is an effective tool for changing behavior and reducing crashes which can result in fatalities and serious injuries to all road users. The Federal Highway Administration recognizes Speed Safety Cameras as a Proven Safety Countermeasure. Fixed cameras can reduce injury crashes on urban arterials by up to 47%.

This is especially important for vulnerable road users such as pedestrians, cyclists, the elderly, people with disabilities and schoolchildren who may cross or travel along our roads to access schools, parks, shopping areas and other destinations. Local jurisdictions are most aware of the use and context of local roads and should have the authority to place automated enforcement cameras to increase safety.

By enacting HB55, the legislature can give all local jurisdictions an additional tool to help achieve the State's goal of zero crash fatalities and serious injuries by 2030. The bill extends the local authority to implement speed monitoring on certain streets statewide from the current statute that applies only to Anne Arundel, Prince George's and Montgomery Counties.

Bike Maryland and the coalition below urge a favorable HB55 committee report and House floor vote.

Peter Gray, [Chair@bikemd.org](mailto:Chair@bikemd.org)

**Baltimore Bicycling Club (BBC)**  
**Baltimoreans for People Oriented Places**  
**Bicycle Advocates for Annapolis & Anne Arundel County (BikeAAA)**  
**Bike Harford**  
**Bike Maryland**  
**Bikemore**  
**Bike HoCo**  
**Frederick Bicycle Coalition**  
**Maryland Eastern Shore Trail Network**  
**Washington Area Bicyclist Association (WABA)**

**HB 55\_FAV.pdf**

Uploaded by: Kayenda Twesigye

Position: FAV

**ROBERT O. MCCULLOUGH**

*Chief of Police*



*Integrity...Fairness...Service*

**BALTIMORE COUNTY POLICE**

Headquarters  
700 E. Joppa Road  
Towson, MD 21286  
410.887.2214

Fax 410.821.8887  
bcopd@baltimorecountymd.gov  
www.baltimorecountymd.gov/police

**RE: House Bill 55 – Vehicle Laws - Speed Monitoring Systems – Residential Districts**

February 5, 2026

Dear Delegate Guyton:

Thank you for the opportunity to express my support for House Bill 55 –Vehicle Laws - Speed Monitoring Systems – Residential Districts.

This bill will give Baltimore County, and other local jurisdictions statewide, the opportunity to deploy speed monitoring systems, generally referred to as “speed cameras,” in specified residential area locations that are outside school zones.

Currently, Baltimore County is only authorized to use speed cameras in a school zone with a posted speed limit of at least 20 miles per hour. Installing a new school zone camera has a positive effect on negative driving behaviors. It slows the vehicles down significantly, and reduces crashes.

Because of the current school zone restriction, Baltimore County Police are unable to grant requests by community members for deployment of speed cameras on numerous residential area roads with high speeds and numbers of crashes. Senate Bill 450 will expand the opportunity for the same positive impacts in other residential areas that we have experienced in school zones.

***Community traffic safety:***

The Police Department has specialized units dedicated to traffic management and to vehicle crash investigations, due to the high volume of traffic accidents that cause property damage, personal injuries, and deaths.

The Police Department regularly responds to community requests to assess safety of roadways and where possible deploys traffic management devices, including speed cameras, to improve public safety. These community requests have been increasing. Even where speed cameras are currently authorized, the Police Department attempts other solutions. Traditional enforcement is conducted with or without radar, in marked or unmarked police vehicles. The Police Department works with DPW/Traffic Engineering to see if traffic calming (curbs or islands), signage, and/or speed bumps are appropriate based on analysis of a specific roadway.

***Speed Camera Program:***

The Police Department’s Safe Speed Automated Enforcement Program uses speed cameras to encourage motorists to slow down in school zones where traffic data and citizen complaints show that speeding is a problem, and other measures are not successful. Advantages of automated enforcement with speed cameras include that they are not dependent on patrol car availability, and reduce risks inherent to police traffic stops.



*Nationally Accredited Since 1984*

Locations for speed cameras are published; details for deployment and enforcement are posted on the County website here:

<https://www.baltimorecountymd.gov/departments/police/traffic-cameras/>

However, the Police Department currently is not able to place speed cameras outside school zones, even when there are multiple citizen complaints and when traffic data show that speed cameras would benefit public safety.

The Department routinely receives requests from concerned residents for new speed camera locations. Frequently, these locations fall outside of the ½ mile school zone radius the current program allows, preventing the implementation of automated enforcement options. Most of these complaints are not in commercial or industrial areas; they are in residential communities or the roadways leading directly to them.

Here are four examples, for illustration, of locations where the Police Department would currently deploy speed cameras, if they were authorized. Each location has been evaluated for the installation of a residential speed camera. The evaluation is initiated by a complaint originating in the community or within the Department. The evaluation includes a speed survey, crash data (obtained from Crime Analysis Unit) and a physical site evaluation. Factors that must be considered for the actual placement are the geometry of the roadway (curves or hills), sight distance (for radar-based equipment) and on-street parking. There is a scoring system that was developed, in conjunction with Traffic Engineering, to assist in the ranking of the locations that we use in the school zone speed camera program. All the roadways in these examples are outside school zones.

Residential Speed Cameras would likely be recommended for the following:

Greenspring Avenue @ Quarry Lake Drive, Pikesville (Precinct 4)

Evaluation requested by community members.

Targeted roadway would be 7000 block of Greenspring Avenue, speed limit of 35 mph.

North and southbound directions are recommended for use of a speed camera, with a **score of 78 of 100 on the Site Selection Score Sheet.**

Daily analysis shows there are approximately 7900 vehicles in the southbound direction alone and approximately 750 vehicles were in violation, August of 2021. The average speed was over 9 mph above the speed limit, with the 85<sup>th</sup> percentile being +17mph.

Crash data shows there were 6 crashes at this intersection in a 6 month time frame.

This is considered high for a residential roadway.

Silver Spring Rd @ Sherington Road, Nottingham (Precinct 9)

Evaluation requested by community members for years.

Targeted roadway would be 4400 block of Silver Spring Road, speed limit of 35 mph.

East and westbound directions are recommended for use of a speed camera, with a **score of 67 of 100 on the Site Selection Score Sheet.**

Daily analysis shows there is approximately 4000 vehicles in the eastbound direction alone and approximately 550 vehicles were in violation, December of 2020. The average speed was over 7 mph above the speed limit, with the 85<sup>th</sup> percentile being +15 mph.

Crash data shows there were 2 crashes at this intersection in a 6 month time frame.

This is considered moderate for a residential roadway.

Franklin Square Drive @ King Avenue, Rosedale (Precinct 9)

Evaluation requested by community members.

Targeted roadway would be 9400 block of Franklin Square Drive, speed limit of 35 mph.

North and southbound directions are recommended for use of a speed camera, with a **score of 66 of 100 on the Site Selection Score Sheet.**

Daily analysis shows there is approximately 4910 vehicles in the eastbound direction alone and approximately 428 vehicles were in violation, December of 2021. The average speed was over 7 mph above the speed limit, with the 85<sup>th</sup> percentile being +13mph.

Crash data shows there were 4 crashes at this intersection in a 6 month time frame.

This is considered moderate for a residential roadway.

Dolfield Boulevard @ Mill Centre Drive, Owings Mills (Precinct 3)

Evaluation requested by community members.

Targeted roadway would be 9700 block of Dolfield Boulevard, speed limit of 35 mph.

North and southbound directions are recommended for use of a speed camera, with a **score of 70 of 100 on the Site Selection Score Sheet.**

Daily analysis shows there is approximately 7600 vehicles in the southbound direction alone and approximately 1050 vehicles were in violation, July of 2020. The average speed was over 8 mph above the speed limit, with the 85<sup>th</sup> percentile being +14mph.

Crash data shows there were 4 crashes at this intersection in a 6 month time frame.

This is considered moderate for a residential roadway.

***Impact of HB 55:***

Enactment of House Bill 55 will allow the Baltimore County Police Department to add speed cameras to encourage motorists to slow down in residential areas where traffic data and citizen complaints show that speeding is a problem. This change in State law will allow the Police Department to use proven tools to improve public safety by reducing speed-related vehicle crashes in residential areas. All the existing requirements for automated traffic enforcement programs, including publishing locations for cameras, would apply.

Again, Delegate Guyton, thank you for introducing House Bill 55 and for the opportunity to express my support. I appreciate your thoughtful collaboration and leadership to promote public safety in Baltimore County and across Maryland.

Sincerely,

*Robert O. McCullough*

Robert O. McCullough  
Chief of Police

# **Favorable - HB 55 - Guyton.pdf**

Uploaded by: Michele Guyton

Position: FAV

MICHELE GUYTON  
*Legislative District 42B*  
Baltimore County

—  
*Vice Chair*  
Environment and Transportation  
Committee



The Maryland House of Delegates  
6 Bladen Street, Room 251  
Annapolis, Maryland 21401  
410-841-3793  
800-492-7122 Ext. 3793  
Michele.Guyton@house.maryland.gov

THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

February 5, 2026

**Favorable**  
**HB 55 – Vehicle Laws – Speed Monitoring Systems – Residential Districts**

Dear Chair Korman and Members of the Environment and Transportation Committee,

I ask for your consideration of HB 55 which simply authorizes local governments to place speed monitoring devices in residential areas outside of designated school zones if they deem it necessary for public safety. This legislation passed the House last session in this exact posture. I respectfully request a favorable report on HB 55 to simplify the piecemeal approach to camera placement that is currently the norm in the state. There is no doubt that speed monitoring devices improve public safety, decrease negative interactions with law enforcement, and are strongly supported by our constituents. Most importantly, these decisions should be made by those most affected by, and closest to affected communities.

Sincerely,

A handwritten signature in cursive script that reads "Delegate Michele Guyton".

Delegate Michele Guyton

# **HB0055 - LOS - Vehicle Laws - Speed Monitoring Sys**

Uploaded by: Patricia Westervelt

Position: FAV



Wes Moore  
Governor  
Aruna Miller  
Lieutenant Governor  
Kathryn Thomson  
Acting Secretary

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February 5, 2026

The Honorable Marc Korman  
Chair, House Environment and Transportation Committee  
250 Taylor House Office Building  
Annapolis, MD 21401

***RE: Letter of Support – House Bill 55 – Vehicle Laws – Speed Monitoring Systems – Residential Districts***

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) offers the following letter of support for the Committee's consideration of House Bill 55.

HB 55 expands statewide the authorization to use speed monitoring systems on highways in residential districts with a maximum posted speed limit of 35 miles per hour on which the speed limit was established using generally accepted traffic engineering practices. Currently, Anne Arundel, Montgomery, and Prince George's are the only counties in Maryland with this authorization.

Maryland is committed to the goal of Vision Zero by 2030 – this requires the State Highway Administration (SHA) to work with local and state partners to implement smart solutions to help save lives. Speeding is a contributing factor in over one-third of all fatal crashes nationwide. Across 2024 and 2025, over 14,000 of the crashes which occurred on Maryland roadways involved speeding.

The Federal Highway Administration (FHWA) considers speed safety cameras a proven safety measure. FHWA reports that fixed unit speed safety cameras can reduce crashes on urban principal arterials by up to 54 percent. Further, research has shown that the estimated economic benefits of reduced crashes substantially exceed the total fines paid by violators. The use of speed monitoring systems on Maryland roadways complements local law enforcement as an additional resource to reduce speeds, correct driver behavior, and create safer roadways for all.

The SHA notes that the bill does not alter where fines collected from speed monitoring systems are directed. Generally, the relevant jurisdiction recovers the costs of implementing the system and spends the remaining balance for public safety purposes, including pedestrian safety programs. Revenue collected after administrative cost recovery for speed cameras on state highways should be directed for safety purposes on the roads where the violations occurred.

The Honorable Marc Korman  
Page Two

Using funds to further enhance safety in these areas aligns with the ultimate goal of speed monitoring systems – to slow drivers down, prevent injuries, and save lives.

The Maryland Department of Transportation respectfully requests the Committee consider this information during their deliberations of House Bill 55.

Respectfully submitted,

April Moeller  
Director  
Office of Government Affairs  
Maryland State Highway Administration  
410-210-5780

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

# **HB0055 Ronza Othman FAV**

Uploaded by: Ronza Othman

Position: FAV



*Live the life you want.*

From: Ronza Othman, President  
National Federation of the Blind of Maryland  
15 Charles Plaza, #3002  
Baltimore, MD 21201 [president@nfbmd.org](mailto:president@nfbmd.org)

To: House Environment & Transportation Committee

The members of the National Federation of the Blind of Maryland urge the House Environment & Transportation Committee to give a favorable report to HB0055. This bill establishes speed monitoring systems in residential areas as designated in the bill.

Blind and low vision individuals would particularly benefit from this bill because, as pedestrians, we are at the mercy of drivers who frequently don't adhere to posted speed limits. This results in decreased safety as we move about our communities. We depend on sound to cross streets, follow traffic in areas where we must walk on the shoulder due to lack of sidewalks, and when our ability to hear or nonvisually discern traffic is obstructed. Drivers who fail to drive within the speed limit are problematic in all of the obvious ways, but also because when we make decisions about crossing, walking, and other navigation, we are assuming they are driving at the regular rate of speed; thus, when they are travelling faster, we don't know this until we are hurt by these drivers.

Speed monitoring systems are necessary for traffic speed enforcement. Police officers cannot be everywhere, and these systems make it so they don't have to be. Moreover, they serve as a natural deterrence to speeding.

These systems have evolved such that privacy is protected. We use similar systems throughout the state for toll way monitoring, bus lane monitoring, and for red light enforcement.

For those reasons, we ask for a favorable report on HB0055. For questions, please contact me at [President@nfbmd.org](mailto:President@nfbmd.org) or at 443-426-4110.



**HB0055-ET\_MACo\_SUP.pdf**

Uploaded by: Sarah Sample

Position: FAV



## House Bill 55

### *Vehicle Laws – Speed Monitoring Systems – Residential Districts*

MACo Position: **SUPPORT**

To: Environment and Transportation  
Committee

Date: February 5, 2026

From: Sarah Sample

The Maryland Association of Counties (MACo) **SUPPORTS** HB 55. This bill authorizes statewide use of speed monitoring devices in residential districts under certain circumstances and only when enabled by a local ordinance. These changes could help promote safety and deter aggressive, reckless, and negligent driving, particularly in areas with families and children.

More frequently than ever, horrific traffic accidents have claimed the lives or good health of Maryland residents. Vehicle drivers and passengers aren't the only ones in danger – pedestrians and cyclists alongside the roadways are also at risk of harm or death. In the instance outlined in HB 55, potential pedestrian victims are often children playing and people simply trying to enjoy the day-to-day activities in their neighborhoods.

Research has shown that penalties for speeding have the potential to change behavior and drive down the number of violations over time. Counties believe having the authority to use automated enforcement for speeding in residential areas will further accountability, particularly in these sensitive locations. When deployed in a targeted way, these systems can and will save lives.

Not only does HB 55 hold reckless drivers accountable for behaviors that have led to a surge in the frequency and severity of incidents that are regularly putting residents and county employees at risk, but it sets a new standard of safety in communities for all residents. For these reasons, MACo **SUPPORTS** HB 55.

# **MD 2026 HB 55 Columbia Gas Testimony Final.pdf**

Uploaded by: Scott Waitlevertch

Position: FAV



**SUPPORT – House Bill 55**  
**State Highway Administration Traffic Calming Device Study**  
**House Environment and Transportation Committee**

Columbia Gas of Maryland, Inc., (Columbia Gas) is a natural gas utility providing energy to more than 34,000 customers in Maryland’s western counties of Allegany, Garrett and Washington, and we support House Bill 55.

The legislation expands the authorization to install and use speed monitoring and control systems on all Maryland residential roads with a maximum posted speed limit of 35 miles per hour which will improve safety in work zones and protect the individuals who work in them.

As outlined in the report of the Governor’s Work Zone Safety Work Group in 2024, Maryland has seen an increase in roadway fatalities – including in work zones.

Columbia Gas of Maryland and its sister companies in the states of Pennsylvania, Virginia, Ohio, Kentucky and Indiana – all part of the NiSource corporation – have also seen significant increases in intrusions into our utility work zones over the last several years. Tragically, some work zone intrusions have led to injuries and deaths of employees and contractor colleagues.

The Columbia Gas companies in six states had 64 work zone incidents take place in 2024 and 56 work zone incidents take place in 2025. Specifically in Maryland, six work zone intrusions have taken place in our three counties alone within the last five years.

Of the 120 work zone incidents that took place over the last two years, approximately 74% were the result of negligence on the part of drivers. Columbia Gas believes we must do more to protect workers in work zones. It is our hope the expanded use of work zone speed control systems on residential roads in Maryland as a result of House Bill 55’s passage will result in increasing protections for Maryland workers in work zones in local communities.

Columbia Gas believes the requirements of House Bill 55 are appropriately and reasonably crafted policies related to protecting workers in work zones and requests a favorable report on the bill.

February 5, 2026

Contact:  
Carville Collins  
(410) 332-8627  
[carville.collins@saul.com](mailto:carville.collins@saul.com)

Contact:  
Scott Waitlevertch  
(724) 888-9774  
[swaitlevertch@nisource.com](mailto:swaitlevertch@nisource.com)

**HB 55\_MAA\_FAV.pdf**

Uploaded by: Tim Smith

Position: FAV



Delegate Marc Korman, Chair  
House Environment and Transportation Committee  
250 Taylor House Office Building  
Annapolis, MD 21401

February 5, 2026

**RE: HB 55 – FAVORABLE – Vehicle Laws – Speed Monitoring Systems – Residential Districts**

Dear Chair Korman and Members of the Committee:

The Maryland Asphalt Association (MAA) represents approximately 110+ members, including 20 material producers, contractors, engineering firms, and associate members, supporting a 7,000-person workforce. MAA actively collaborates with regulatory agencies to advocate for the asphalt industry, ensuring fair regulations at both the state and federal levels. Additionally, we support adequate funding for Maryland's multimodal transportation system.

House Bill 55 would expand the use of speed monitoring systems on highways in residential districts throughout the State. MAA generally supports all legislation that expands speed monitoring programs on Maryland's roadways. Expanded speed monitoring significantly improves safety for both road workers and the traveling public. Work zones and active construction areas are inherently high-risk environments, and speeding is a leading contributor to serious crashes and fatalities. Automated and consistent enforcement has proven effective at reducing excessive speeds and dangerous driving behavior, helping to create safer conditions for workers who are often just feet away from live traffic.

Predictable and consistent enforcement supports more efficient project delivery. Automated speed monitoring reduces the need for constant on-site law enforcement presence while still achieving meaningful compliance. Fewer crashes and safer driving conditions allow construction and maintenance projects to proceed with fewer disruptions, delays, and unexpected costs, resulting in better outcomes for motorists and public agencies alike.

For these reasons, the Maryland Asphalt Association supports legislation that responsibly expands speed monitoring programs as part of a broader strategy to improve safety, protect infrastructure, and ensure efficient use of transportation dollars. We respectfully ask for a favorable report on HB 55.

Sincerely,

Tim E. Smith, P.E.  
President  
Maryland Asphalt Association

**HB 55 FAV FCG GRO LS26.pdf**

Uploaded by: Victoria Venable

Position: FAV



# FREDERICK COUNTY GOVERNMENT

Jessica Fitzwater  
County Executive

## OFFICE OF THE COUNTY EXECUTIVE

Victoria Venable, Director  
Government Relations Office

### HB 55 – Vehicle Laws – Speed Monitoring Systems – Residential Districts

**DATE:** February 5, 2026  
**COMMITTEE:** House Environment and Transportation Committee  
**POSITION:** Favorable  
**FROM:** Victoria Venable, Director of Government Relations, Frederick County

On behalf of the County Executive of Frederick County, I respectfully request that the committee provide a favorable report for **HB 55 – Vehicle Laws – Speed Monitoring Systems – Residential Districts**. This legislation would grant local jurisdictions the authority to deploy speed cameras in residential districts, contingent upon local law authorization.

As we strive to maintain the safety of our communities and roads, automated speed monitoring systems are an invaluable resource. However, current state regulations prohibit counties from utilizing these systems within residential neighborhoods. This restriction hampers the ability of local governments, such as Frederick County, to address safety concerns voiced by residents effectively.

HB 55 would enable local jurisdictions to enact legislation permitting the use of automated speed monitoring systems in residential areas with speed limits below 35 miles per hour. The implementation of these systems could significantly mitigate the presence of reckless drivers in residential zones, thereby reducing the risk of preventable accidents and improving our ability to address safety concerns of our constituents.

Frederick County takes pride in being a community where individuals can live, work, and thrive. It is imperative that residents feel safe while walking, biking, or driving in their neighborhoods.

Thank you for considering HB 55. I strongly urge you to advance this bill with a favorable report.

**HB 55\_MTBMA\_FWA.pdf**

Uploaded by: Michael Sakata

Position: FWA



Delegate Marc Korman, Chair  
House Environment and Transportation Committee  
250 Taylor House Office Building  
Annapolis, MD 21401

February 5, 2026

**RE: HB 55 – FAVORABLE WITH AMENDMENTS – Vehicle Laws – Speed Monitoring Systems – Residential Districts**

Dear Chair Korman and Members of the Committee:

The Maryland Transportation Builders and Materials Association (“MTBMA”) has been and continues to serve as the voice for Maryland’s construction transportation industry since 1932. Our association is comprised of 250 members. MTBMA encourages, develops, and protects the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials. We proactively work with regulatory agencies and governing bodies to represent the interests of the transportation industry and advocate for adequate state and federal funding for Maryland’s multimodal transportation system.

House Bill 55 would expand the use of speed monitoring systems on highways in residential districts throughout the State. MTBMA supports HB 55 as a meaningful step toward improving roadway safety in Maryland’s residential districts. However, as written, revenues generated from these speed monitoring cameras would be absorbed into the General Fund.

We respectfully urge the Committee to consider an amendment that would direct revenues generated toward transportation and safety-related endeavors, including roadway improvements, traffic safety enhancements, and other infrastructure investments. By repurposing funds in this manner, the State can ensure that the proceeds from speed enforcement directly contributes to safer roads and more efficient transportation systems across Maryland, which is the ultimate goal of these monitoring systems. Such an amendment would align the enforcement goals of HB 55 with tangible infrastructure improvements, providing a direct benefit to the communities where speed monitoring systems are deployed.

Thank you,

A handwritten signature in black ink, appearing to read "Michael Sakata", written in a cursive style.

Michael Sakata  
President and CEO  
Maryland Transportation Builders and Materials Association