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March 19, 2026

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

***RE: Letter of Support With Amendments – House Bill 1630 – Queen Anne’s County – Speed Monitoring System – U.S. Route 301***

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) supports House Bill 1630 with proposed amendments for the Committee’s consideration.

HB 1630 authorizes the placement and use of speed monitoring systems in Queen Anne’s County on US Route 301 (Blue Star Memorial Highway) at the intersections of, or in between, MD 405 (Price Station Road) and MD 19 (Roberts Station Road).

US 301 in Queen Anne’s County has been the site of frequent, severe, and high-speed related crashes, particularly at the MD 405 median crossover. Between January 2020 through July 2025, there were 66 crashes involving vehicles crossing US 301 South from MD 405 West. Speed is consistently cited as a contributing factor in crashes at this location. In July 2025, two fatal crashes occurred within three days and claimed three lives, which followed fatal crashes in February 2022 and February 2023. The State Highway Administration (SHA) has closed the US 301 at MD 405 crossover twice in two years to implement near-term safety improvements.

SHA has added rumble strips, digital speed signs, improved channelization, and a mandatory headlight-use designation at this location, in addition to tree trimming to improve sight lines. Further, design is currently underway to pursue J-Turn improvements north of the US 301/MD 405 intersection. J-Turns are a safer alternative to traditional four-leg intersections, which is the locations current configuration, because they greatly reduce right-angle crashes, the crash type most responsible for fatalities and serious injuries at this location. The Federal Highway Administration (FHWA) recognizes J-Turns as a proven safety countermeasure for their ability to reduce left-turn conflicts at intersections. The J-Turn improvements for the US 301 and MD 405 intersection are several years away from completing design, permitting, procurement, and construction.

Despite the completed short-term investments and the developing long-term investments, speed remains a critical and challenging factor at this location. Excessive speeds remain one of the leading contributing factors in fatal and serious injury crashes.

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Automated speed enforcement (ASE) on US 301 will slow down vehicles traveling at high rates of speed while the long-term J-Turn safety project is in development. FHWA has also deemed ASE a proven safety countermeasure due to its success in reducing speeds and improving safety.

SHA worked with the bill sponsor and Queen Anne's County on amendments that model HB 1630 after the I-695/I-83 speed monitoring legislation (SB 338) that was enacted in the 2025 Session. The amendments will:

1. Provide SHA with the authority to place and manage the speed monitoring systems at this location;
2. Clarify that the designated roadway area includes the approaches at the intersections, better capturing the speeding that contributes to collisions at this location;
3. Direct excess revenues generated by the speed monitoring systems to safety improvements on the US 301 corridor; and
4. Add a sunset clause that is aligned with the anticipated long-term project completion schedule, so that the impacts of the improvements can be appropriately evaluated.

Based on collaborative discussions with Queen Anne's County and the bill sponsor, the proposed amendments will offer the fastest delivery of the speed safety cameras on US 301 by leveraging SHA's ongoing ASE procurement, will provide a funding source for the unfunded construction of the US 301 J-Turn safety improvements, and will provide a sunset provision to ensure that removal of the speed safety cameras is evaluated after the anticipated construction of the J-Turn safety improvements.

SHA strongly supports efforts to reduce crashes on US 301, particularly at this dangerous location, and looks forward to working collaboratively with Queen Anne's County and the bill sponsor to improve safety along the corridor.

The Maryland Department of Transportation respectfully requests that the Committee consider this information when deliberating House Bill 1630 and issue it a favorable report with SHA's proposed amendments.

Respectfully submitted,

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