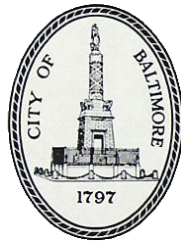


**HB0967-JPR-FAV.pdf**

Uploaded by: Mehu, Natasha

Position: FAV



**BRANDON M. SCOTT**  
MAYOR

*Office of Government Relations  
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**HB 967**

April 1, 2021

**TO:** Members of the Senate Judicial Proceedings Committee

**FROM:** Natasha Mehu, Director of Government Relations

**RE:** House Bill 967 - Baltimore City - Speed Monitoring Systems - Interstate 83

**POSITION: SUPPORT**

Chair Smith, Vice Chair Waldstreicher, and Members of the Committee, please be advised that the Baltimore City Administration (BCA) **supports** House Bill (HB) 967.

HB 967 authorizes the City of Baltimore to install no more than two automated speed cameras on Interstate 83 (I-83) within Baltimore City limits. The two I-83 speed cameras (one northbound, one southbound) would be maintained and operated by Baltimore City Department of Transportation's (DOT) Automated Traffic Violation Enforcement System (ATVES) Division, which currently operates speed and red light cameras in the City.

Revenue generated from the speed cameras would first be allocated to pay for the operations of the two automated speed cameras. Any additional revenue would be dedicated to roadway safety improvements on I-83 through June 30, 2026.

According to a Crash Analysis Study of I-83 Baltimore City, from 2015-2019, there were more than 2,000 crashes on the roadway, 50 of which were classified as high injury/severe. Excessive speed was the #1 contributing factor in the high injury/severe crashes. According to Baltimore Police Department, in the time since this bill was debated last Session, there have been three (3) additional fatalities on I-83. Traditional methods of speed enforcement are not possible on I-83 within Baltimore City due to the existing width of roadway shoulders, the inability to widen shoulders due to fiscal and engineering constraints, and resource challenges of the Baltimore Police Department. Crashes on I-83 put lives at risk, contribute to traffic congestion, and pull finite first responder resources from nearby Baltimore neighborhoods.

DOT's ATVES Division installed a data camera, designed to study vehicular speeds on I-83 Southbound at 41st Street. During a one-week period (March 5-12, 2020) from 6:00am to 8:00pm, the camera captured approximately 360,984 vehicles traveling on the roadway. Of these

vehicles, 151,897 (42%) were found to exceed the speed limit by 12 MPH or more and 102,244 (28%) exceeded the speed limit by more than 15 MPH. The highest recorded speed was 173 MPH.

Passage of HB 967, would put I-83 in a similar posture to Indian Head Highway, Maryland Route 210 in Prince George's County. In 2018 the General Assembly authorized Prince George's County to install up to one automated speed camera on the highway and in 2019 the General Assembly expanding the permitted installation of speed cameras on the highway from one to three.

For these reasons, the BCA respectfully request a **favorable** report on House Bill 967.

# **Maryland State Police Position Paper HB 967.pdf**

Uploaded by: Williams, Thomas

Position: FAV



**State of Maryland**  
**Department of State Police**  
Government Affairs Section  
Annapolis Office (410) 260-6100

**POSITION ON PROPOSED LEGISLATION**

**DATE:** April 1, 2021

**BILL NUMBER:** House Bill 967      **POSITION:** Support

**BILL TITLE:** Baltimore City – Speed Monitoring Systems – Interstate 83

This legislation seeks to authorize the placement of not more than two speed monitoring systems on I-83 in Baltimore City. The fines collected through this program shall be used for the cost of roadway improvements on I-83 in Baltimore City.

Under current law, a speed monitoring camera may be placed in a K-12 school zone or a highway work zone. Speed cameras around the University of Maryland were grandfathered in to allow them to remain in effect. In 2018, the General Assembly passed an exception to that law allowing Prince George's County to establish a speed monitoring system at the intersection of Old Fort Rd and MD 210. In 2019, the General Assembly enacted another law that allowed for the expanded use of speed monitoring systems along all of MD 210.

The reason exceptions have been made to the placement of speed cameras in certain areas is safety. It was recognized that traditional traffic enforcement was not effective in these areas. For example, the area of MD 210 is remote and was being used as a speed contest zone. There was a tragic accident during one of those speed contests that took the lives of several Marylanders. The Maryland State Police (MSP) and County Police provided weeks of enforcement initiatives but Law enforcement couldn't be present in the location every day. The exceptions to the speed camera law were necessary to increase public safety and reduce the incidence of this type of activity.

Interstate 83 in Baltimore City has similar public safety concerns. The speed of drivers is unsafe, but the enforcement of the violations is not viable. The roadways are elevated, narrow and have dangerous curves making traditional traffic enforcement difficult. On many portions of I-83 the shoulders are narrow or nonexistent and do not provide a safe area for a traffic stop to be initiated. It is dangerous for both the citizen and the police officer.

There is also a high volume of traffic accidents on I-83. Baltimore City Police (BPD) just released a report that indicated over 2,000 accidents had occurred on that roadway which were attributable to excessive speed. Once those accidents occur, BPD has to send several police officers to ensure the safety of the parties involved, investigate the accident and clear the roadway. Unfortunately, this is not safe for any of the persons involved. As recently as December of 2020 a Baltimore Police Officer was struck by a car while assisting a motorist on I-83. In 2011, a Baltimore Police Officer had her vehicle struck while she was assisting a motorist. She was then struck by her vehicle and thrown over the wall of an elevated portion of I-83 and suffered critical injuries.

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**POSITION ON PROPOSED LEGISLATION**

Incidents on I-83 within Baltimore City take valuable police resources away from the neighborhoods who need them. The MSP has partnered with the BPD, in accordance with legislation passed in the 2020 session, in an effort to relieve some of that burden on resources. But the safety issue has not been resolved. Multiple units are still required for each accident, regardless of the agency responding.

In 2019, the Baltimore Sun wrote a series of articles regarding I-83. One focused on speeding making I-83 unsafe, but that there was a limited amount of speed enforcement due to safety concerns based on the road design. A follow up article stated that I-83 had more than double the crash rate as other comparable roads in Maryland. All agree that safety is our primary concern. Due to the roadway design, it is unsafe and impractical to put police officers on I-83 to enforce the speed limits, but speed cameras can do so safely. They will reduce the speed of drivers which will in turn reduce the number of crashes, injuries and fatalities of the drivers who use this highway.

For these reasons, the Department urges the Committee to give House Bill 967 a favorable report.