

BOARD MEETING:  
2ND AND 4TH TUESDAY OF EACH MONTH

(410) 226-5122



101 Market Street  
P.O. Box 339  
Oxford, Maryland 21654

## Commissioners of Oxford

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March 11, 2022

Delegate Kumar Barve, Chairman  
Environment and Transportation Committee  
251 House Office Building  
6 Bladen Street  
Annapolis, MD 21401

**Re: House Bill 1262 - Talbot County - Speed Monitoring Systems - Intersection of Maryland Route 333 (Oxford Road) and Bonfield Avenue**

Chairman Barve,

Please accept this letter as supplemental testimony to the Environment and Transportation Committee's hearing on March 11, 2022 on House Bill 1262, authorizing the placement and use of a speed monitoring system at the intersection of Maryland Route 333 (Oxford Road) and Bonfield Avenue in Oxford, Talbot County, Maryland.

The purpose of this letter is to address the parameters for a Speed Monitoring System at Specific Locations as established by the Committee and the consistency of House Bill 1262 with those parameters.

***(1) An Unduly Hazardous Condition Exists.***

The Town of Oxford prides itself as being a walkable and bikeable community. Maryland Route 333 is a two-lane state highway that runs 9.79 miles from the Town of Easton to the Oxford Bellevue Ferry. Route 333 is the only road access into Oxford and goes no further than Oxford, ending at the water. The speed limit on Maryland Route 333 changes from 50 mph to 35 mph one-third of a mile from the incorporated boundary of Oxford. The speed limit on Route 333 reduces further to 25 mph at the incorporated boundary, and includes a 25 mph ahead sign 650 feet prior to this reduction. The Oxford Volunteer Fire Department and the Oxford Community Center, both of which are frequently accessed by pedestrians on foot or bicycle, are located on Route 333 three hundred and fifty (350) yards from the incorporated boundary. The Oxford Community Center houses the Oxford Kid's Camp during the summer with children traveling to and from that location daily on foot or bicycle.

The entry to the Town via Maryland Route 333 is in a densely populated residential neighborhood, with porches a few feet from the road, children and adults walking and biking

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along the road, and tourists wandering the streets. In the summer of 2019, the Town experienced a tragedy when the President of the Oxford Voluntary Fire Company Auxiliary left her house on Bonfield Avenue, directly across the street from the firehouse, to cross Route 333 to the firehouse for an auxiliary meeting. Within seconds of stepping from her yard onto Route 333, the Auxiliary President was struck and killed by a vehicle entering town at a speed three times greater than the posted speed limit of 25 mph. Without a speed monitoring system incentivizing drivers to slow down, the Town fears a similar accident will occur again.

The Town has raised concerns over speeders on Route 333 for many years and although we have worked with the State Highway Administration on reducing speeds prior to the town limits and installing traffic calming processes, we are still experiencing the major issue of drivers approaching town at speeds that well exceed the posted limits. The Town installed a flashing “This is Your Speed” sign at the entrance to town over two years ago in hopes that over time drivers would adhere to the posted speed limit. However, data shows that the Town’s efforts have not solved the problem. In fact, during a three-month test period, over 5,000 cars were clocked approaching the town over the speed of 50 mph in the 35 mph zone.

Although the Town has a police department, given the size of the Town, it employs only three (3) officers at maximum capacity, and schedules only one officer on duty at a time. This makes it difficult to continually monitor the entrance to the town while also policing the remainder of the town, especially during busy times. We are currently only operating with two officers, as our attempts to find applicants for the empty position have not been successful. With these limitations, it is virtually impossible to regulate speed at the entrance of Town in a deterring manner.

Based on the limited capacity of the Oxford Police Department, the reduction in speed from 50 mph to 25 mph, the change from the wide state highway road to a narrow town road, the residences surrounding Maryland Route 333, the amount of pedestrian traffic, and the location of the Oxford Volunteer Fire Department and Oxford Community Center, the Town believes an unduly hazardous condition exists, as evidenced by the tragic event in 2019. The Town believes that the addition of a speed camera will deter individuals from speeding until such time that the Town can develop and implement other effective means for reducing driving speed on Maryland Route 333.

## ***(2) A speed monitoring system will address the hazardous condition.***

Posting of a “Speed Monitoring System Ahead” sign in combination with our currently installed signage will be a deterrent to drivers who currently do not believe there is an impact to exceeding the speed limits in town. The ability to repeatedly ticket offending drivers will provide the needed enforcement to eventually change the behavior of drivers entering town, and educated new visitors, employees and residents of the need to follow the speed limits within town, which will help to address the hazardous condition.

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## **(3) *Real-time posting of the speed at which a vehicle is traveling.***

Preemptively the town, through citizen donations, purchased and installed a “This is Your Speed Sign” below the SHA 25 mph sign located at the entry to town. This sign displays the speed as vehicles approach town, flashes red when a vehicle is exceeding 25 mph, and is visible as you pass the 25 mph ahead sign located 650 feet prior to the real-time speed sign. There is an additional 750 feet past the real-time signage before the proposed camera location, given drivers ample time to reduce their speed.

## **(4) *Revenue will not be Paid Directly to the Local Jurisdiction.***

The Commissioners of Oxford realize the volume of traffic coming into the town is not comparable to the locations where speed cameras have been installed on highways in larger cities and do not anticipate receiving any revenues from the speed camera. The Town’s intention is to work with an authorized company to provide the speed cameras with no revenues funneling back to the town. The Town understands that it may be necessary to subsidize the cost and believes that is a necessary expense for the safety of its citizens and tourists.

## **(3) *Revenue will be used to Address the Unduly Hazardous Condition.***

As explained above, the Town does not expect to see any revenue from the placement of a speed camera. However, in the event that revenue is generated, the Town will use the funds to further address the dangerous condition by implementing other traffic calming mechanisms such as rumble strips or other pavement surface treatments and street trees to indicate to drivers that they have entered a residential area. As provided by the Maryland Code Ann., Transportation Article § 21-809, the Town will be required to introduce and pass a resolution or ordinance at a public hearing prior to placing the speed camera at the proposed location or issuing any citations. As part of that resolution or ordinance, the Town will receive public input and establish specific regulations for the handling of any revenue from the speed camera to specifically address the traffic concerns.

## **(4) *The Proposed Bill Contains a Sunset Clause.***

House Bill 1262, as proposed, does not contain a sunset clause. However, the Town will consider proposing an amendment to the Bill to provide a ten (10) year sunset clause should that be the desire of the Committee. The Town believes that ten (10) years is the minimum necessary to adequately address the unduly hazardous condition of drivers speeding entering the town. Based on discussions with the State Highway Administration, the Town believes ten (10) years is a reasonable amount of time to allow the Town to implement alternative and additional traffic calming measures to reduce the speed entering town. The Town believes that anything less than ten (10) years would not give the Town

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enough time to implement additional measures to effectively reduce the amount of speeders on Maryland Route 333.

## *Conclusion*

The Town appreciates your consideration of this very narrow legislation permitting the Town of Oxford to address the very serious issue of drivers entering the town at excessive speeds. This has been an ongoing problem for many, many years. We feel that House Bill 1262 meets the parameters established by the Committee and request your favorable recommendation and approval of House Bill 1262. The Town strongly believes that House Bill 1262 will have a positive impact for the small town of Oxford without inconveniencing any other community or citizenry. Please let me know if you need any further information regarding our request.

On behalf the Commissioners of Oxford,

A handwritten signature in blue ink, appearing to read 'Cheryl Lewis', is positioned above the printed name.

Cheryl Lewis, Town Manager