

SB450_Brooks.pdf

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Position: FAV

BENJAMIN BROOKS
Legislative District 10
Baltimore County

Education, Energy, and the
Environment Committee
Energy Subcommittee

Chair, Joint Electric Universal
Service Program Workgroup



THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

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TESTIMONY IN SUPPORT OF SB450
Baltimore County – Speed Monitoring Systems – Residential Districts

Judicial Proceedings Committee
February 15, 2024

Chair Smith, Vice-Chair Waldstreicher and Members of the Committee,

Thank you for the opportunity to testify before you on SB450 Baltimore County – Speed Monitoring Systems – Residential Districts. The purpose of this bill is to localize decision making for installing new speed monitoring systems.

According to Maryland law, “speed monitoring systems” record images of vehicles traveling 12 mph over the speed limit. These systems have been proven to improve safety on our roads. A 7.5 yearlong study was conducted in Montgomery County where speed cameras were associated with a 62% reduction in the likelihood that a vehicle was traveling more than 10 mph above the speed limit at camera sites. Moreover, there was a 39% reduction in the likelihood that a crash resulted in an incapacitating or fatal injury near the camera site.

Speed monitoring systems are an indispensable tool for keeping our communities safe. State law currently allows local authorities to unilaterally install new systems within a 1/2 mile radius of a school zone. However, within current law, Baltimore County does not have the purview for the placement of speed monitoring devices outside of school zones, instead they must bring that before the State legislature. This leaves a huge gap for Baltimore County residential neighborhoods that are not near a school zone but are still having issues with unsafe speeding on their roads. SB450 enables Baltimore County to join three other counties, in making decisions that directly impact the safety of their constituents. Montgomery County, Prince George’s County and Anne Arundel County, all have local authority in determining speed monitoring placements.

Speeding in residential neighborhoods is dangerous and places the safety of other vehicles, personal property, and above all pedestrians, at risk. Slowing down to a safe speed should not be controversial when the lives and well-being of others are at stake. SB450 ensures that these systems are not being arbitrarily installed throughout our neighborhoods. Installation of a camera requires a traffic study, public input, police involvement and approval of the Baltimore County Council.

Speeding is a local public safety issue that should be handled locally. SB450 empowers local officials in Baltimore County to make informed decisions around speeding, improving the safety of our communities and responsiveness of local government.

For these reasons, I am requesting a favorable report on SB450.

With kindest regards,

A handwritten signature in cursive script that reads "Benjamin T. Brooks".

Benjamin Brooks

SB450_Community Support.pdf

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Position: FAV

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SB450
Baltimore County – Speed Monitoring Systems – Residential Districts

Community Support

Chief Robert O. McCullough, Baltimore County Police

Councilman Izzy Patoka, Baltimore County Council Chair

Councilman Mike Ertel, Baltimore County Councilmanic District 6

Councilman Wade Kach, Baltimore County Councilmanic District 3

Mildred Owens, President, Emeritus Liberty Manor Community Association

Shirley Supik, President, Liberty Road Community Council, Inc.

Deb Patterson, President, Pikesville Communities Corporation

Masha Seabold & Susan Williams, Co-Presidents, Pine Ridge Neighborhood Association

Lee McBride, President, Boston Courts Community Association

Patricia Berlin, Resident, Avalon Courtyard Homes Condominiums

Pot Springs Community Association

Lucetta Rupkey, Resident, Glen Arm

Eric Rockel, Resident (Central Part of the County)

Heather Patti, President, White Marsh Cowenton Community Association

ROBERT O. MCCULLOUGH
Chief of Police



Integrity...Fairness...Service

BALTIMORE COUNTY POLICE

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

RE: Senate Bill 450 – Baltimore County - Speed Monitoring Systems – Residential Districts

February 2, 2024

Dear Senator Brooks, and Senators Hettleman, Klausmeier, and West:

Thank you for the opportunity to express my support for Senate Bill 450 – Baltimore County - Speed Monitoring Systems – Residential Districts.

This bill will give Baltimore County 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.



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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 85th 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 85th 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 85th 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 85th 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 SB 450:

Enactment of Senate Bill 450 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, for each camera location outside a school zone that is approved by the County Council. All the existing protections for automated traffic enforcement programs, including publishing locations for cameras, would apply.

Again, Senator Brooks and Senators Hettleman, Klausmeier, and West, thank you for introducing Senate Bill 450 and for the opportunity to express my support. I appreciate your thoughtful collaboration to promote public safety in Baltimore County.

Sincerely,

Robert O. McCullough/mzf

Robert O. McCullough
Chief of Police



County Council of Baltimore County
Court House, Towson, Maryland 21204

Izzy Patoka
Councilman, Second District
council2@baltimorecountymd.gov

Council Office: 410-887-3385
Fax: 410-887-5791

Testimony

Baltimore County - Speed Monitoring Systems - Residential Districts

February 1st, 2024

Honorable Chair William and Distinguished Members of the Judicial Proceedings Committee,

I am writing to express my firm endorsement for SB 0450, which addresses crucial issues related to traffic safety within Baltimore County. As the Baltimore County Council Chair, I find this legislation to be essential for promoting responsible driving behavior and ensuring the safety of our residents. SB 0450 establishes that certain provisions of law authorizing the use of speed monitoring systems in certain residential districts now specifically apply in Baltimore County. This strategic move is pivotal in providing our local authorities with the tools necessary to address speeding concerns within our communities. By adapting state legislation to our county's unique needs, we can take a proactive stance in safeguarding our neighborhoods.

One of the key provisions of this bill is the requirement for all speed limit signs within certain segments of certain highways in Baltimore County to include additional signage. This measure is designed to enhance awareness and encourage compliance with speed limits, contributing to overall road safety. Moreover, the bill wisely ensures that the placement and use of a speed monitoring system are contingent upon a determination by the Baltimore County Police Department. This ensures a judicious approach, allowing our law enforcement professionals to assess the necessity of implementing speed monitoring systems in specific areas. Additionally, the approval of the Baltimore County Council further ensures a community-centric decision-making process, reflecting the unique needs and concerns of our residents. The importance of this legislation is underscored by the rising incidents of reckless driving and accidents on our roads that we hear about in every community meeting I attend.

In conclusion, I strongly urge you and your fellow committee members to support and favorably vote on SB 0450. This legislation aligns with our commitment to ensuring the safety and well-being of Baltimore County residents. Your continued dedication to traffic safety and responsiveness to local needs is crucial, and I believe that this bill represents a significant step forward in achieving these goals.

Sincerely,

Izzy Patoka Baltimore County Council Chair



COUNTY COUNCIL OF BALTIMORE COUNTY
COURT HOUSE, TOWSON, MARYLAND 21204

MIKE ERTEL
COUNCILMAN, SIXTH DISTRICT
COUNCIL6@BALTIMORECOUNTYMD.GOV

COUNCIL OFFICE: 410-887-3388
FAX: 410-887-5791

February 7, 2024

Senator Benjamin Brooks
10th Legislative District-Baltimore County
James Senate Building
11 Bladen Street
Room 303
Annapolis, Maryland 21401

Re: SB450 Baltimore County – Speed Monitoring Systems – Residential Districts

Dear Senator Brooks:

As a Baltimore County Councilman, representing Hillendale, Loch Raven Village, Middle River, Overlea, Parkville, Rosedale, and Towson, I often receive concerns about speeding and related traffic issues. In fact, it is often the most prevalent issue at community meetings. I am writing to express my endorsement for SB450, as it specifically promotes a safer driving environment for Baltimore County residents.

This bill allows Baltimore County Police to determine when a speed monitoring system is necessary, and once a traffic study is completed, the County Council must approve the placement of these systems. This process will allow for public input and have the speed monitoring systems placed where they are needed most.

I recognize your commitment to your constituents and I believe this legislation will help ensure the safety and well-being of all Baltimore County residents.

Sincerely,

Mike Ertel
Baltimore County Council



**COUNTY COUNCIL OF BALTIMORE COUNTY
COURT HOUSE, TOWSON, MARYLAND 21204**

**WADE KACH
COUNCILMAN, THIRD DISTRICT
COUNCIL3@BALTIMORECOUNTYMD.GOV**

**COUNCIL OFFICE: 410-887-3387
FAX: 410-887-5791**

January 18, 2024

Dear Members of the Maryland State Senate,

When I was in the legislature, I voted against the bill to initiate speed cameras within a certain distance of a school or construction site. At the time, I felt it was overreach.

However, during and after the pandemic, there is no doubt that reckless driving and speeding motorists has become more and more prevalent. This fact has been corroborated by our own Baltimore County police.

Driving is not a right. It is a privilege. It is the government's job to ensure public safety. I support the expansion of the use of speed cameras in Baltimore County in SB 58.

The expansion should be restricted to those roads which have been verified where motorists speeding is well documented. It should not be designed as or used as a revenue raising program for the County.

Sincerely,

A handwritten signature in black ink that reads "Wade Kach". The signature is written in a cursive style with a long, sweeping underline.

Councilman Wade Kach
Third District, Baltimore County Council

To: Senator Brooks

From: Mildred Owens President Emeritus Liberty Manor Community Association - Windsor Mill, Maryland

Comments on Speeding Monitoring Systems.

Thank Senator Brooks for sponsoring SB450, Speed Monitoring Systems. The need is overdue for a Speed Monitoring Committee of some to work on fast development to prevent speeding immediately.

For over 15 years, I have been trying to get help from every way I knew how to get speed cameras or speed bombs to no avail. The police should not be the ones to lean on to develop ways to address speed problems. Police officers are too busy and should not be overloaded with something a committee in the Police Department familiar with speeding cameras and other speeding preventions to be considered for immediately lowering the demands for help with speeding in Baltimore County Communities.

Police have done their best in tracking spreaders. However, when they have time to check they do not have the same report that the community has gathered from the speeding problems in their communities. The most we have received for speed help is a week of use from a Baltimore County temporary camera in 15 years of trying to get the service to stop speeding in our community. The speeding reduced for a week and then the speeding device was taken away so this is all we can say we received one week of a little comfort out of 15 years of no peace in our community without speeder fright. It is so bad that most people stopped walking for exercise and relaxation. Kids stopped playing outside as they used to hardly see anyone walking their dogs or cats now because they are afraid of getting hit in their communities. There is no rest when you are driving or walking. There is no peace when cars drive so fast people are afraid and it affects the joy in their lives to be faced with this day after day all around them.

I am working with about 20 other Baltimore County Communities in hopes that we can get speed cameras that are overdue in our Baltimore "We the People" Communities. I also to say I appreciate Senator Brooks taking up the interest SB450 before we have more accidents as well as deaths due to speeding in the Liberty Road Corridor Communities and nothing changes. I am all in with the Del. Guyton's HB58 to **localize decision making around speed monitoring systems, which have been proven to reduce speeds in the areas where they are implemented. Please look at the recent Montgomery and Prince George's County bills and news reports shared in their data when they passed their Bill around the time we were trying to get our Baltimore County Bill Passed to use cameras in their communities. Baltimore County's Bill did not pass but Montgomery and Prince George's' did and they have less accidents too.**

Speed Camera Facts should be recognized to protect the innocent drivers who are harassed, bullied daily, intimidated, scared of repercussions for

just driving the speed limit. Drivers who do not speed are belittled and have nowhere to turn for help at this time. If not now, then WHEN? Do we have to wait for more deaths and accidents; pushing safe drivers off the road for driving the speed limit; increasing bullying of those who drive at the speed limits; and causing safe drivers to pick and choose when they can get on the road safely without having to be harassed and frightened by speeders. The

Speeders are taking over the driving roads in our Baltimore County Communities especially on the Liberty Road Corridor. Right now, no one seems to care about or have not used the workforce to do something about it. Can we just look at the data from Montgomery and Prince George's Counties? They are already having remarkable success with passing the bills for speed cameras in their county communities of Maryland and happy campers. Can we have some piece in our communities to go about our daily lives instead wondering when we are going to be the next victim of an out-of-control speeder, and will this be the last time we leave home for fear of being the next victim of a speeder out of control. In our Baltimore communities the speeders rule and it is time for a new life. Our community in Liberty Road Corridor and the other 20 Community Associations are pleading and crying out for Mercy for "We the People" who have to endure this Frightened way to live daily need your help!

I am out of town in Florida because of an emergency but have communication that kept me abreast of what was taking place regarding this important matter. I appreciate the opportunity to submit my comments as Mildred Owens, President Emeritus of Liberty Manor Community Association. Thank you for your time and consideration.

**Mildred Owens DMD
President Emeretus of Liberty Manor Community Association
443-854-4082**

Dear Senator Brooks,

I would like to thank you for the opportunity to speak on the issue of Residential Speed Monitoring Systems in Baltimore County.

As the President of the Liberty Road Community Council, Inc., an umbrella organization since 1958, with members from many community organizations all around the Liberty Road Corridor, I have heard the requests from many of them for a resolution to the speeding in their communities. Some of them are small communities who don't get enough traffic to warrant speed bumps or humps due to their cost (\$4000 a piece), but who have cars speeding through their communities and who fear for the lives of their children and seniors. I also hear from the communities that have many speed bumps or humps and the traffic still goes through their communities like freight trains. If we cannot stop speeders in conventional ways, we need the next tool to do so and that tool is sb450 which allows Baltimore County Council and the police department, working together to make the decision to put in speed cameras in Residential Districts that are most inundated with speeders and reckless drivers.

There is no doubt in my mind that these cameras would save lives. We just have to make sure we put that decision in the hands of Baltimore County and that is why I support this bill.

I am sorry I will not be there in person to testify as I have two zoom meetings that day.

Regards,

Shirley Supik
410-655-7821

PIKESVILLE COMMUNITIES CORPORATION

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

February 5, 2024

Senator Benjamin Brooks
Senator Shelly Hettleman
Senator Katherine Klausmeier
Senator Chris West

To all,

The Pikesville Communities Corporation (PCC) is a coalition of 14 neighborhoods representing over 2,000 households. These neighborhoods surround the core Business District of Pikesville. We ask that SB450 be passed immediately so that Baltimore County, as requested, will include funds for additional speed cameras in their 24-25 budget.

Times have changed. Fewer people obey speed limits than ever before. More people are using turn lanes as passing lanes. Driving is no longer a civilized experience – it is every driver for themselves. The county and state seem powerless to effect change utilizing traditional methods.

Most importantly, we must stop passing the buck to the police demanding that they enforce every law that is on the books. The Baltimore County police department is 25% or more understaffed. The officers face increased child crime, craziness like the Hyundai/Kia thefts, mental health crises, drug addiction, etc. while being shorthanded. The days of Officer Smith sitting on the side of the road with a radar gun are long gone. There is absolutely no defense to clinging to the old ways of traffic enforcement. Speed cameras have been effective as a tool in combating speed in other jurisdictions, locally and across the country, and embracing them is a step in the right direction.

We do not anticipate that the mere passage of this bill will be the end all for curtailing speed. There are other actions that can be taken including:

- 1) Building new roads that include traffic calming, not roads that are 3 lanes wide on either side. This is not the case in Baltimore County.
- 2) Proactively instituting restriping and traffic calming on existing streets to protect drivers. This is happening to a very limited extent in Baltimore County, and usually only upon demand of the community.
- 3) Instituting public awareness campaigns as the state and federal governments have done. The impact and effectiveness of these campaigns is difficult to measure.
- 4) Learning from other jurisdictions such as Montgomery and Prince George's counties here in Maryland. The statistics on the results of their speed camera campaigns speak for themselves. Unfortunately, Baltimore County's proposed bills have been watered down, making them more prescriptive than Montgomery and Prince George's bills, so we have already effectively taken the position that we don't need to learn from our neighboring counties' results.

Furthermore, while being effective, speed cameras do not discriminate. They relieve the police from the danger that they face every time they do pull a car over for speeding. They relieve the driver from being afraid of an encounter with the police. They are placed in areas where speeding occurs without regard to the economic or social makeup of the community. Each and every driver, regardless of race, religion, or gender, has the opportunity to decide not to drive 12 miles over the speed limit in order to avoid a ticket.

We are dismayed by those that are attempting to block the speed camera bills and would like to ask them what they have done to address the dangerous roads? Anything? Spell the actions and results out, please.

PCC advocates strongly for the passage of SB450 as it finally gives the Baltimore County government and communities another tool with which to address speeding and traffic safety.

Thank you for your consideration,
Deb Patterson
President
Pikesville Communities Corporation



Pine Ridge Neighborhood Association

Pine Ridge Neighborhood Association
Pikesville, Maryland 21208
pineridgeassociationpikesville@gmail.com

To: The Baltimore County Delegation

Re: ^{SB} HB 450

Baltimore County/Speed Cameras

For: Testimony – Senate Hearing

Hearing February 5, 2024

The Pine Ridge Association is in support of SB 450. This is enabling legislation; the approval of this legislation will authorize Baltimore County to allow speed cameras in more residential areas than just school zones (with certain criteria).

Prior to implementation of speed cameras in residential areas beyond schools' zones, the Baltimore County Council will need to approve legislation and regulations. There will be another public process as implementation moves forward.

Why are speed cameras a good idea?

- 1. Public Safety:** Speed limits are posted to confirm the safe speed per the roadway design. The goal of speed limits is to minimize accidents between vehicles, and between vehicles and pedestrians. In residential areas there are numerous pedestrians, many of whom are children.

The 35 MPH speed limit is critical in terms of public safety. Per Traffic Engineering studies, in accidents between vehicles and pedestrians, the pedestrian is more likely to survive when vehicles are going 35 MPH or less.

Speed cameras have been effective in reducing speed and decreasing accidents.

Pine Ridge Neighborhood Association

2. Driver Responsibility:

- A Driver's License is a privilege; not a right.
- It is an agreement between government and a person. The person must pass a test prior to obtaining a driver's license. The test is to ensure the driver know basic public safety rules: don't speed, follow traffic markings and signs, and respect emergency vehicle. The overarching goal of all of the traffic rules and regulations is so drivers don't hit stuff, including people.
- The driver's license is basically an agreement permitting people to drive as long as the driver agrees to follow the rules.

3. **Driver Benefits of Speed Cameras:** The driver must understand if they break the rules, there are consequences. If a police officer stops a driver for speeding the driver is likely to be penalized with a fine and points. If a speed camera records a vehicle speeding, a fine is the only penalty. If a driver obeys the rules of the road, they don't need to worry about either.

4. **Police Impact:** Police Departments are generally under staffed. Police officers time needs to be used efficiently. Speed cameras can reduce the time officers spend on traffic management; allowing more time for other duties.

For those that believe that jurisdictions only want speed cameras to increase revenues, don't speed. That way the county won't make money off speed cameras and the public will be safer.

Please vote in favor of this enabling legislation.

Sincerely,

Masha Seabold

Masha Seabold

Co-President

Susan Williams

Susan Williams

Co-President

Pedestrian Injury Severity

Pedestrian injury severity summarized in this report is based on the injury severity code assigned by police at the crash site. These injury codes are summarized in the WisTransPortal Database on the KABCO scale:

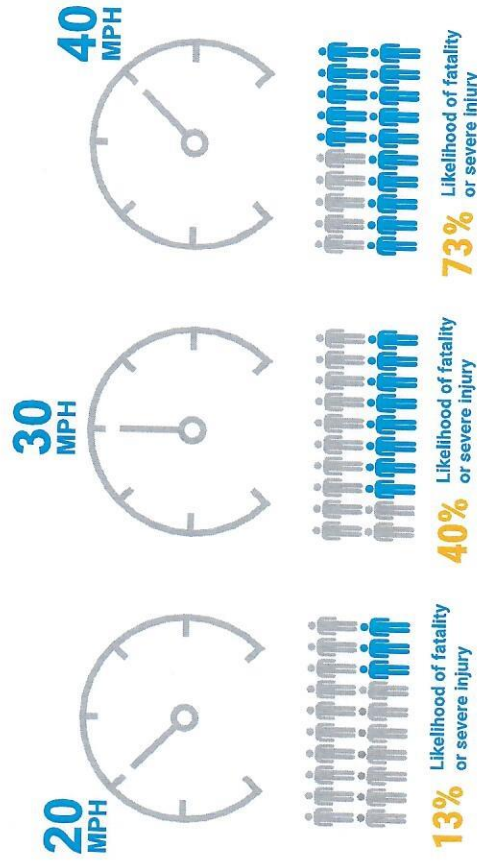
- K = Fatal
- A = Incapacitating injury
- B = Non-incapacitating injury
- C = Possible injury
- O = No injury or unreported

The injury severity represents the most severe injury from the crash, which almost always corresponds with the pedestrian (rather than the driver). Crashes that involve more than one pedestrian are analyzed using the highest injury severity recorded in the crash.

Motor Vehicle Speed and Pedestrian Injury Severity

There is a clear relationship between motor vehicle speeds and pedestrian safety. Higher motor vehicle speeds decrease the probability of drivers yielding to pedestrians in crosswalks (Bertulis and Dulaski 2014) and increase the likelihood of severe injuries when a collision occurs (Tefft 2013). For example, Tefft (2013) estimates that there is only a 13 percent chance of death or severe injury when a pedestrian is struck at 20 miles per hour, but doubling the impact speed to 40 miles per hour increases the chance of death or severe injury to 73 percent (Figure 1). Therefore, street design speeds and driver speeding behavior are critical issues for pedestrian safety.

Figure 1: Likelihood of pedestrian fatality or severe injury by vehicle speed



Source: Tefft, Brian C. *Impact speed and a pedestrian's risk of severe injury or death. Accident Analysis & Prevention*. 50. 2013

My name is Lee McBride and I am the President of the Boston Courts Community Association in Dundalk. My community would like to voice our support for SB 450 and furthermore, feel that traffic regulation should and is most effective, when it is handled on the local level. Each County should be able to decide to use or not to use speed cameras based on the conditions and situations that are unique to each location.

We would also like you to give the Counties the discretion to reduce the speed limit on certain roads and allies below 25 mph. Several county roads and all allies can not be safely traveled at speeds of 25mph or higher.

We believe that the purpose of this bill should be to give the County government, the ability to make these changes, if necessary, of to increase public safety.

To:

Kimberly Shiloh, Chief of Staff, Sen. Brooks
James Senate Building, Annapolis, Maryland 21401
Phone: 410-841-3606

It is my understanding that you are collecting written testimony for our Senators to vote on SB450, legislation that will transfer speed camera authority to our local County Government and County Council, away from our State Delegation.

Please forward the following testimony to our Senators on behalf of Avalon Courtyard Homes/Avalon East Community.

REQUEST PASSAGE OF SPEED CAMERA BILL HR58
CRITICAL NEED FOR SPEED CAMERAS ON GREENE TREE ROAD IN
PIKESVILLE, MARYLAND 21208

Greetings!

My name is Patricia Berlin and I am a resident of Avalon Courtyard Homes Condominiums, in the Avalon East HOA community, located off of Greene Tree Road in Baltimore County (21208). I have been asked to represent our community needs with regard to the passage of HB58.

We support the efforts of Baltimore County Speed Control to address the problem of speeding in our local Baltimore County neighborhoods. We ask for your leadership in Annapolis to pass legislation granting our county the power that Montgomery and Prince George's Counties have to authorize residential speed cameras. Our community has had more than its fair share of automobile accidents.

Greene Tree Road is a road that services multiple developments in Pikesville. It runs parallel to Reisterstown Road. It is a highly trafficked roadway, because drivers use Greene Tree Road in an effort to avoid Reisterstown Road, which has many lights and traffic backups. Greene Tree Road has become a speedway, despite the fact that we have had a "calmer" put in place. It has not slowed drivers in the least. Speeders are exceeding the 30 MPH zone on Greene Tree Road by at least 20 MPH on a regular basis and even the "calmer" has not been a deterrent.

There is a median on Greene Tree Road road for people to turn into their neighborhoods. Drivers are going at extremely high rates of speed on Greene Tree Road and passing other cars using this median. There are regular near miss head-on collisions in the median strip as drivers wait to turn into their streets. And there have also been cases where some drivers have not been so lucky and have been hit as they waited to turn in.

The current Baltimore County Safe Speed Automated Enforcement program covers only school zones and highways. Expanding the scope of this Program to allow speed cameras in residential areas would be a positive step for Baltimore County. There is objective data to prove that speed cameras are an effective tool in addressing the speeding issues that we are all experiencing. There is no reason Baltimore County should not have access to the same tools that Montgomery and Prince George's counties already have. Let it be noted that there are two schools located off of Greene Tree Road. There is a daycare school at the end of Greene Tree Road by Craddock Lane and there is a Yeshiva (school) driveway exit onto Greene Tree Road as well.

We need your support for the passage of SB450 as well as inclusion in the state budget for next year to place these much needed speed cameras in our community. We need to keep our communities safe.

Thanks for your consideration.

Patricia Berlin
Avalon Courtyard Homes/Avalon East
Pikesville, Maryland 21208
Phone: 443-831-8639



Pot Spring Community Association - PO Box 129 Timonium, Maryland 21094-0129

Written Position of Pot Spring Community Association on

SB 450 of 2024

The Pot Spring Community Association in Timonium urges you to support SB 450.

It should not be news to you that speeding is out of control. It is invariably one of the top complaints of communities across the County. Not only on the Beltway, but also through residential communities. In my area people use Pot Spring Road as a thorough fare and routinely drove 20 to 30 miles per hour over the speed limit (before we had some median constraints installed). We have had a number of serious accidents, which the Cockeysville police precinct can confirm. One fairly recent accident was so severe that people had to be transported to Shock Trauma via helicopter. This on a 30-mph road.

The problem was so bad that the Baltimore County Police requested the County Traffic Bureau to study the issue. At a community meeting called about the Pot Spring situation, County police officers and a senior traffic engineer told us 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 and striping help very little. Median constraints and speed bumps can only be installed in limited situations.

While SB 450 alone cannot solve this problem, it can be a significant part of solving the speeding problem in Baltimore County. The County needs the flexibility to place speed cameras in areas other than school zones to end this madness. Montgomery and P.G. Counties have this power. 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>. The study also found that the program was supported by a majority of the county's drivers, including those who had gotten tickets or knew someone who had gotten a ticket.

Baltimore County should have the same resources to battle speeding as Montgomery and Prince Georges Counties. Our children and citizens are no less valuable than theirs. Please support SB 450.

To: Senator Brooks

From: Lucetta Rupkey, resident of Glen Arm, Maryland

I am submitting my written testimony in support of SB450, Speed Monitoring Systems, sponsored by Senator Brooks. There is no community association in Glen Arm, so I am writing as a concerned citizen. I am not alone in my concern as there are multiple posts on Nextdoor (a social media platform) each week by community members complaining about speeders and tailgaters.

Most drivers I see in the morning and evening rush hour are drivers cutting thru Glen Arm from Belair and Harford County to Towson and Cockeysville. Their GPS is taking them this way because it is faster than 95 and the beltway. It is faster because there are very few redlights and drivers can speed as fast as they want to go. The volume of traffic in the area has increased drastically in the past 10 years. I live on Manor Rd – the speed limit is 35 MPH. I cannot pull out of my driveway if I see a car 600 ft away because they are going at least 55 MPH. The roads around here are twisty residential roads that were not designed for the speed or volume we are experiencing. The speeders seem to think these country roads are highways. I have been passed on a double yellow line on Manor Road quite a few times because I wasn't going fast enough on the road I live on. One day in 2023 there were 3 accidents within 5 miles of my house. There are routinely accidents, and I can't really enumerate all. My daughter lives in Baltimore City and hates driving in Glen Arm because of the tailgaters and belligerent drivers – she says that only happens occasionally in the city but is every drive occurrence here.

Speed cameras have been effective for traffic calming in Montgomery and Prince George's Counties. Speed cameras are the only way to solve the speeding problem in Glen Arm. Thanks for listening to my testimony. I would have come in person, but I have a broken arm and can't drive.

Lucetta Rupkey

410-262-8916

1610 Riderwood Drive, Lutherville, MD 21093

The Honorable Senator Benjamin Brooks
303 James Senate Office Building
Annapolis, MD 21401

Sent via email

Re: SB 450

Dear Senator Brooks:

In opening, I want to thank you, along with Senators Klausmeier, Hettleman and West for sponsoring SB 450. I am writing this endorsement as an expression of my personal view.

In the central part of the county, where I reside, there has been a proliferation of speeding problems for some time. I have experienced these yahoos pass me on the gravel shoulders of roads, as well as cross the double yellow line when I was driving at the posted speed limit. On nearby Pot Spring Road, we have seen speeders loose control of vehicles, only to end up in an adjoining resident's rear yard. Sooner or latter someone is going to lose their life because of this behavior. In the Springlake community, we did have a grandmother and granddaughter killed by a reckless driver, but I will concede that speeding was not the only cause in that instance.

Opponents of this measure falsely claim that this bill will lead to more speed cameras in Baltimore County. Yet, in my reading of the bill, it provides no such guarantee. The bill merely allows the Police, the Department of Public Works and Transportation and the County Council to consider whether an additional camera, or cameras, will be the most effective tool in controlling speeding in our communities where more traditional tools, such as radar enforcement, physical control measures (such as speed bumps) or other tools could also be employed. The very fact that Montgomery, Prince Georges and Anne Arundel Counties already enjoy this option is reason why it may be appropriate for Baltimore County, as well.

In closing, I want to highlight a previous study done by the Insurance Institute for Highway Safety. In that study, conducted to assess the impacts of this type of legislation on Montgomery County motorists, the author concluded that these speed cameras were associated with a 10% reduction in mean speeds and a 62% reduction in the likelihood that a vehicle would be traveling more than 10 mph above the speed limit at camera sites. Further, the study indicated that 62% of the drivers interviewed actually favored the camera program!

I urge the Senate delegation to support this proposal.

Sincerely,

Eric Rockel

RE: SB450/HB58 – “Speed Monitoring Systems, Residential Districts”

Dear Legislators of Maryland,

My name is Heather Patti and I am the President of the White Marsh Cowenton Community Association in Eastern Baltimore County. We are served by the White Marsh Volunteer Fire Company (WMVFC) and Baltimore County Police Precinct 9. The population of White Marsh 21162 is approximately 10,000 residents. During 2023 the WMVFC responded to 149 motor vehicle collisions (MVC) on I-95, while they responded to almost twice as many MVC on residential roads (252). Of the 252 MVC in residential areas, 134 required transport to Bayview Trauma, Johns Hopkins Trauma, or the University of MD Shock Trauma. 63% of our MVC occurred on residential streets, and over 50% of these MVC resulted in serious or life threatening injuries. Within White Marsh and the adjacent Perry Hall and Middle River areas, we witness serious accidents on an almost daily basis along Silver Spring Rd (35 mph posted speed limit), Ebenezer Rd (35 mph posted speed limit), Philadelphia Rd and Honeygo Boulevard (both of which are 40 mph posted speed limits). Additionally, there have been as many accidents within our community – New Forge Rd (35 mph), Cowenton Avenue (30 mph), and Joppa Rd (30 mph). No one pays any attention to the speed limit.

Some people say that speed cameras are an invasion of privacy, however the 4th Amendment doesn't guarantee any expectation of privacy in public places. The streets where we drive, that we cross to enjoy parks, and that we live are public places. When we obtain our driver's license we sign off not only that we are able to operate a motor vehicle, but that we have read and understand traffic signs, traffic laws and the “rules of the road.” We all need to be held accountable for this. The privilege of operating a motor vehicle is not more important than the lives of Baltimore County residents.

When Baltimore City implemented redlight and speed cameras, I was very much opposed. Why? I took advantage of the fact there weren't enough police officers in the city to enforce the speed limits. I admit it - I occasionally indulged in speeding to get through a traffic light, or speeding because I was late. Guess what? After receiving a few speed camera and redlight camera tickets, I chose to alter my behavior. I showed more respect for the speed limit and other motorists by traveling at an appropriate speed, not running redlights, and defensively approaching traffic intersections so I wouldn't be forced to run the light. I like to think that this “respectful” driving very well led to increased safety. We NEED this in Baltimore County!

I've heard a few of our State Delegates who are opposed to this legislation say that “we just need more police to make traffic stops.” I can't help but wonder if these same legislators are aware that the Baltimore County Police Department has a deficit of over 300 officers, countywide. (Two Precincts worth of staffing by the way.) It is FOOLISH to think that with a staffing deficit this large that a traffic enforcement department will magically appear. Clearly in this climate we cannot expect or count on law enforcement officers to do traffic stops, because they are too busy answering calls for service. I listen to the scanner on a regular basis and I've been astounded to know how many calls of service there are for mental health crises, theft, assault, domestic violence, drugs, guns and MVC. For Precinct 9 (White Marsh) for example, there are more School Resource Officers (SRO) than officers assigned to patrol! How are 6-7 patrol units supposed to answer calls for service (everyone wants the police to arrive within minutes) if they are making

traffic stops?? There's no way the patrol officers can do both – answer calls and perform traffic enforcement.

Times change – when I was growing up society respected police officers, businesses were closed on Sundays, and hardly any were open 24/7. Children listened to their parents, and parents were responsible for their children. MVC still happened but usually due to driver error and not speeding. Today is very different than the 1970's. We need speed cameras in residential areas, because an adult yelling at someone speeding down our residential street to “slow down!” doesn't work anymore. There's no shame in speeding through cookie cutter neighborhoods or the roads that connect them. If someone yelled for another driver to “slow down!” on their residential road, my money is on someone being assaulted. Residents shouldn't have to live in fear of their vehicles being damaged or being hit/injured/killed by an immature, irresponsible motorist speeding through their neighborhood. We DESERVE speed cameras in residential areas within Baltimore Co.

There are a handful of speed cameras near public schools in Perry Hall/White Marsh. Miraculously motorists have learned not to speed through these areas, most likely as a result of speed camera tickets. The lesson IS taught until it's learned and sometimes taking a hit to the wallet is the best teaching method.

The purpose of this bill is to localize decision making around speed monitoring systems, which have been proven to reduce speeds in the areas they are implemented. It's time that Baltimore County is granted autonomy over it's roads, just as Baltimore City, Anne Arundel County and Montgomery County already have.

This bill returns the decision to implement new speed monitoring systems to the Baltimore County Council, and further requires that the Baltimore County Police and Baltimore County Department of Public Works conduct a safety analysis on any proposed location for a speed camera before a determination is made on whether one should be installed. (Speed cameras will NOT be as plentiful as Amazon delivery trucks.) The prospective speed camera locations would only include locations where traffic calming measures and speed bumps have not resolved speeding. According to our First Responders, speed humps absolutely slow down emergency response times. We don't need more speed humps. Baltimore County needs speed cameras in residential areas.

Lastly, in my opinion this legislation doesn't go far enough since it wouldn't include 40 mph posted speed limit zones. In our community Philadelphia Road is primarily a residential road, with homes directly located on an estimated 75% of the road. Despite the posted speed limit signs, the average speed along this road is at least 60 mph. Two years ago, a long-time resident of Philadelphia Rd was struck and killed in front of the house she'd lived in for 40 years, and at the hands of a speeding motorist. Further, Honeygo Boulevard also has a 40 mph posted speed limit, and connects Perry Hall Boulevard with Belair Rd. Beyond Silver Spring Rd it's a very residential road with several parks and a school with Honeygo Blvd addresses. I've lost count of the serious accidents along this roadway caused by speeding. In fact, I've even been a victim of several speeding/aggressive drivers along this road; they tailgate, weave in and out of traffic, cross the double yellow line, etc. There are countless accidents involving people exiting the Honeygo Regional Park who are struck by speeding motorists on Honeygo Blvd. These accidents always require towing; they are not fender benders. Every afternoon and evening I see adults and children walking along the sidewalk along Honeygo Boulevard. It's unfair to them that motorists with little regard for their lives feel it's appropriate to drive 50-60 mph along this road.

In closing, Baltimore County should have the autonomy to control speeding along Baltimore County roads. Expecting additional police traffic stops is not possible due to serious staffing shortages. Speed humps slow down emergency response times and put residents in harms way. Baltimore County residents deserve to have the option of speed cameras in their residential areas. I am urging you to vote YES for SB450/SB58, "Speed Monitoring Systems, Residential Districts." Our lives literally depend on it.

Thank you for your consideration of my support of this very timely legislation.

Heather Patti

President

White Marsh Cowenton Community Association

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Uploaded by: Benjamin Brooks

Position: FAV

SB 450
HB 58

SLOWING SPEEDING

IN BALTIMORE COUNTY RESIDENTIAL NEIGHBORHOODS

Speed Monitoring System

As defined in Maryland law, “speed monitoring systems” are devices that record images of vehicles traveling over speeds “at least 12 miles per hour above the posted speed limit”.

The Issue: Giving Back Local Control to Handle Speeding

Currently, most Maryland Counties **do not have the permissions to allow speed monitoring systems in their residential neighborhoods.** Unless these systems are placed near a ½ mile radius of a school zone, the General Assembly has to approve every new system that our constituents may want in their neighborhoods. This delays the deployment of valuable safety equipment to our constituents.



What can Baltimore County do about speeding?

Baltimore County should follow the example of other Counties and take back local control over implementing speed monitoring systems. This bill will do just that— instead of the General Assembly approving new systems in residential areas, the local government will be given this power. **Local governments can and should be allowed to manage the local needs and safety of our constituents.**



Montgomery County

In 2005, Montgomery County State Delegates and Senators passed the authorization they needed to allow speed safety cameras in their residential areas.



Prince George's County

In 2021, Prince George's County State Delegates and Senators passed the authorization they needed to allow speed safety cameras in their residential areas.



Anne Arundel County

In 2023, Anne Arundel County State Delegates and Senators passed the authorizations they needed to allow speed safety cameras in their residential areas.

Equity and Safety

This bill prioritizes the safety of our constituents. There is significant evidence to show that speed monitoring systems reduces speed which not only **protects drivers but also pedestrians in residential neighborhoods.**

Native and Black Americans are the two highest at-risk groups for pedestrian fatalities in the US at 5.82 and 2.94 deaths per 100k of population, respectively. While Whites were only 1.5 deaths.

Speed Monitoring Systems Keep Our Roads Safe

From a study collected over a 7.5 year period in Montgomery County, Maryland in which speed monitoring systems were moved periodically along corridors:

62%

Reduction in the likelihood that a vehicle was traveling 10 mph above the speed limit

19%

Reduction in the likelihood a car crash resulted in an incapacitating or fatal injury

10%

Reduction in the mean speeds after the program was implemented over 7 years

BENJAMIN
BROOKS

SENATOR FOR DISTRICT 10

Michele
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Position: FWA

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AMANDA KONTZ CARR
Legislative Officer

WILLIAM J. THORNE
Legislative Associate

BILL NO.: SB 450

TITLE: Baltimore County - Speed Monitoring Systems - Residential Districts

SPONSOR: Senator Brooks, et al

COMMITTEE: Judicial Proceedings

POSITION: **Support with Amendments**

DATE: February 15, 2024

Baltimore County **SUPPORTS with AMENDMENTS** Senate Bill 450 – Baltimore County – Speed Monitoring Systems – Residential Districts: Legislation which, if passed, authorizes the use of speed monitoring systems in residential areas of Baltimore County on the approval of the Baltimore County Council by majority vote, and with the placement of the aforementioned traffic calming devices determined by the Baltimore County Department of Public Works and Transportation and Police Department in conjunction with a community engagement process.

Baltimore County respectfully requests the passage of a technical amendment to the bill text which removes a duplication in local council approval (p.3, line 18) as approved by the Baltimore County Delegation.

Accordingly, Baltimore County requests a **FAVORABLE with AMENDMENTS** report on SB 450 from the Senate Judicial Proceedings Committee. For more information, please contact Jenn Aiosa, Director of Government Affairs at jaiosa@baltimorecountymd.gov.