



Committee: Environment and Transportation

Testimony on: HB 348, Motor Vehicles – Speed Monitoring Systems – Safety Corridors

Position: Support

Hearing Date: February 21, 2025

The Maryland Chapter of the Sierra Club urges a favorable report on HB 348. This bill would authorize the State Highway Administration (SHA) to use speed monitoring systems in areas that are high-risk to vulnerable road users and priority corridors in SHA's Pedestrian Safety Action Plan. The fines collected from the speed monitoring systems would be used for implementing and administering the safety corridor speed monitoring systems, as well as highway safety and preservation.

Some of Maryland's most dangerous roadways are state highways. Forty-two percent of fatal pedestrian crashes occurred on state highways between 2019 and 2023, despite state roads only making up about 16% of roadways in the state.¹ Unfortunately, both pedestrian and bicyclist fatalities are increasing, rising 35% and 37% respectively from 2010 to 2020.²

Speed matters greatly in determining whether a crash becomes a serious injury or fatality. At 30 miles per hour, there is a 40% likelihood of a crash resulting in fatality or severe injury, but that chance increases to 80% at 40 miles per hour.

Vision Zero, the goal of having zero serious traffic injuries or fatalities, advocates for a range of strategies to address roadway crashes, including improved, equitable enforcement of traffic laws. One way to achieve this is through speed monitoring systems that penalize unsafe driving, located in a data-driven way to focus on the most dangerous areas.

Nearly [every county in Maryland](#) has a corridor identified as a priority in the Pedestrian Safety Action Plan. Allowing speed monitoring systems on these corridors is an actionable step to address safety concerns in these areas, and to help fund safety improvements that will prevent future serious injury and deaths.

To create a more sustainable transportation system, people must be safe to walk, bike, or use other mobility devices. For these reasons, the Maryland Chapter of the Sierra Club urges a favorable report on HB 348.

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<https://ggwash.org/view/96778/maryland-state-roads-are-dangerous-in-rockville-other-cities-new-policies-could-hel>

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² SHA Pedestrian Safety Action Plan