

## **2.21.25 Motor Vehicles - Speed Monitoring Systems**

Uploaded by: Bee Ditzler

Position: FAV



**TESTIMONY TO THE HOUSE ENVIRONMENT AND TRANSPORTATION  
COMMITTEE**

**HB 348 Highways - Motor Vehicles - Speed Monitoring Systems - Safety Corridors**

**POSITION: Support**

**BY: Linda Kohn, LWVMD President**

**Date: February 21, 2025**

The League of Women Voters of Maryland (LWVMD) supports the rise in revenue from the use of speed cameras on specified highways. The use of funds it generates specified in a legal manner that first covers the cost of the cameras and then designates the other funds to the Transportation Trust Fund (TTF).

We all know that Maryland must balance its budget and this is both fair to the taxpayers and the state as a form of raising revenue. Speed cameras as a form of enforcement can be effective when used appropriately and the revenue generated by that enforcement bolsters the TTF. According to the Fiscal Note, "SHA anticipates that revenues collected in any given year will fully offset its administrative costs for the program and the remaining revenues will be used for highway safety purposes and system preservation, as required by the bill."

LWVMD thinks this is a wise bill where it encourages good behavior. Lowering speeding occurrences is an admirable trait as well as using speed cameras to help enforce the current law. It combines two elements for a winning situation for the state.

**LWVMD urges a favorable report on HB 348.**

# SafeRoadsMD Support - HB 348.pdf

Uploaded by: John Seng

Position: FAV



**SafeRoadsMD**

**Support HB 0348**  
"Motor Vehicles - Speed  
Monitoring Systems - Safety  
Corridors"

## **MARYLAND COALITION FOR ROADWAY SAFETY, INC.**

### **URGES YOUR SUPPORT FOR HB 0348**

February 19, 2025

TO:

Honorable Delegate Marc Korman, Chair  
Delegate Regina T. Boyce, Vice Chair  
House Environment and Transportation Committee  
Maryland General Assembly  
250 & 251 Taylor House Office Building  
Annapolis, Maryland 21401

FROM:

John Seng, Chair  
SafeRoadsMD - Maryland Coalition for Roadway Safety, Inc.  
(202) 468-7682, [JSeng@SafeRoadsMD.org](mailto:JSeng@SafeRoadsMD.org), [SafeRoadsMD.org](http://SafeRoadsMD.org)

#### **Re: Please Support HB 0348 to Promote Road Safety**

Dear Chair Korman, Vice Chair Boyce and House Environment and Transportation Committee Members:

I am writing to express SafeRoadsMD's strong support for HB 0348 - "Motor Vehicles - Speed Monitoring Systems - Safety Corridors," which will help reduce excessive speeding and enhance safety by expanding the use of automated enforcement beyond traditional work zones and other more "conventional" placements of speed cameras.

HB 0348 is a crucial step toward protecting Maryland's most vulnerable road users - pedestrians, cyclists, and individuals - using personal conveyances and mobility devices. This bill authorizes the State Highway Administration to deploy speed monitoring systems in high-risk areas and priority corridors identified in the Pedestrian Safety Action Plan, addressing growing concerns about pedestrian and cyclist safety.

Key reasons to support HB 0348:

- **Addresses Pedestrian and Cyclist Safety**

- By focusing on high-risk corridors, the bill aims to reduce pedestrian and bicyclist fatalities, which have been increasing statewide.

- **Encourages Safer Driving Behavior**

- Studies consistently show that automated enforcement effectively reduces speeding and crash rates in areas where cameras are deployed.

**Maryland Coalition for Roadway Safety, Inc.**  
2127 Regina Terrace, Clarksburg, MD 20871 (202) 468-7682

• **Funds Road Safety Improvements**

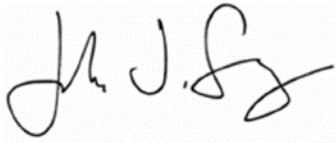
- Unlike general revenue-generating traffic enforcement, funds collected will be dedicated to safety enhancements on Maryland roadways.

According to ZeroDeathsMD, there were 555 road fatalities in Maryland in 2024, including 142 pedestrians. This staggering number highlights the urgent need for proactive measures such as HB 0348.

Automated enforcement on MD 210 and many other Maryland roadways has already demonstrated success in reducing speeding outside of work zones and other locations. Lower speeds lead to fewer and less severe crashes, ultimately saving lives. HB 0348 will extend these proven benefits to other critical areas across the state.

**I urge you to support this life-saving legislation. Thank you!**

Sincerely,

A handwritten signature in black ink, appearing to read "John J. Seng". The signature is fluid and cursive, with the first name "John" being the most prominent.

John J. Seng  
Chair  
Maryland Coalition for Roadway Safety, Inc.

cc: SafeRoadsMD Board; Peter Gray/BikeMaryland

**HB348\_MDSierraClub\_fav\_2-21-25.docx.pdf**

Uploaded by: Lindsey Mendelson

Position: FAV



**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.<sup>1</sup> Unfortunately, both pedestrian and bicyclist fatalities are increasing, rising 35% and 37% respectively from 2010 to 2020.<sup>2</sup>

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.

Jane Lyons-Raeder  
Chair, Transportation Committee  
[janeplyons@gmail.com](mailto:janeplyons@gmail.com)

Josh Tulkin  
Chapter Director  
[Josh.Tulkin@MDSierra.org](mailto:Josh.Tulkin@MDSierra.org)

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<sup>1</sup>

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

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<sup>2</sup> SHA Pedestrian Safety Action Plan

# **HB0348\_FAV\_City of Rockville\_Motor Veh. - Speed Mo**

Uploaded by: Marissa Valeri

Position: FAV





**Testimony of the Mayor and Council of Rockville**  
**HB 348 – Motor Vehicles – Speed Monitoring Systems – Safety Corridors**  
**SUPPORT**

Good afternoon, Chair Korman and members of the House Environment and Transportation Committee. I am Rockville City Councilmember Marissa Valeri. On behalf of the Mayor and Council, I want to thank Delegate Stewart for sponsoring this important legislation.

The Mayor and Council unanimously support this legislation. HB 348 authorizes the placement and use of speed monitoring systems on State highways identified by MDOT SHA as an area of high risk to vulnerable users in a vulnerable road user safety assessment or a priority corridor in MDOT SHA's Pedestrian Safety Action Plan. HB 348 aligns with Rockville's Vision Zero Action Plan, which seeks to eliminate all traffic fatalities and severe injuries.

HB 348 is of great significance because it would allow for the placement of additional speed cameras on State roads in Rockville and other municipalities. In Rockville, five out of our six roads in the City's "High Injury Network" are located on State roads, including MD 355 Rockville Pike from Veirs Mill Road to Bouic Avenue, MD 28 from Research Boulevard to Mannakee Street, and MD 355 Frederick Road from Ridgemont Avenue to Watkins Pond Boulevard. At these locations, there have been at least four fatal or serious injury crashes between 2017-2021. Additionally, Hungerford Drive, MD 355, and Viers Mill Road, MD 586, are priority corridors in the State's Pedestrian Safety Action Plan.

Additional speed cameras at high injury network locations on State Roads in Rockville are needed to improve safety for those who walk, bike, roll, and use public transit. However, it is very difficult to get additional speed cameras on State roads because of the limited number of state roadway locations that are eligible for automated enforcement.

HB 348 is a major step forward in support of achieving our mutual Vision Zero goals. By increasing the prevalence of speed cameras on State roads in Maryland's municipalities, we will improve safety and access for our most vulnerable residents who walk, bike, roll, and use public transit. For these reasons we urge the Committee to provide HB 348 with a favorable report.

# **ACT - SUPPORT for HB 348 -Motor Vehicles - Speed M**

Uploaded by: Michael Larkin

Position: FAV



## Montgomery County's Advocates for Better Transportation

P.O. Box 7074, Silver Spring MD 20907 • [admin@actfortransit.org](mailto:admin@actfortransit.org)

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

February 20, 2024

Re: SUPPORT for HB 348 - Motor Vehicles - Speed Monitoring Systems - Safety Corridors

Dear Chair Korman and Members of the House Environment and Transportation Committee:

The Action Committee for Transit (ACT), a Montgomery County-based organization, strongly supports HB0348 because it is imperative to discourage speeding that kills and injures our fellow community members whenever they are going about their daily lives. This bill authorizes the State Highway Administration to place speed cameras in priority corridors identified in the Pedestrian Safety Action Plan. In addition, revenue generated from fines will help fund safety improvement.

According to the [Federal Highway Administration](#), speeding puts pedestrians, bicyclists, and other vulnerable road users at severe risk of death or long-lasting injury whenever they are struck. Every additional amount of speed decreases the probability of survival. Moreover, data clearly shows Equity Focus Areas [suffer higher rates of crashes that result in a fatality or severe injury](#). Community members of color and lower incomes are bearing the brunt of unsafe walking, rolling, and biking conditions. Many of the most dangerous streets are along state highways where people walk to WMATA Metro stations, bus stops, grocery stores, and schools. It truly is a cruel fate to die or be severely injured due to a speeding driver while accessing public transportation.

A great feature of this legislation is the positive use of fines to fund safety improvements. Communities are left waiting for many years for improvements due to budgetary constraints. Directing fines to fund safety projects is a form of redress for the cruelty of risking life and limb for just going to the local bus stop.

I have participated in pedestrian and bike safety audits, and I know members of the General Assembly or your staff have attended these audits. We have all gone to or at least read about white shoe and ghost bike memorials after a fatal crash. I was almost hit by a speeding driver while going to my volunteer election worker shift. It is imperative to bring dangerous speeding under control, and speed cameras are a tool to do it with. ACT urges the Environment and Transportation Committee to give this bill a favorable report.

Sincerely,

Michael Larkin  
Vice President, Housing and Land Use

# **HB0348 - SHA - LOS - Motor Vehicles - Speed Monito**

Uploaded by: Patricia Westervelt

Position: FAV

February 21, 2025

The Honorable Marc Korman  
Chair, Judicial Proceedings Committee  
250 Taylor House Office Building  
Annapolis, MD 21401

***RE: Letter of Support – HB 348 – Motor Vehicles – Speed Monitoring Systems – Safety Corridors***

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) offers the following letter in support of House Bill 348.

HB 348 authorizes the State Highway Administration (SHA) to use speed monitoring systems in areas determined to be of high risk to vulnerable road users<sup>1</sup> and in priority corridors identified in the SHA's Pedestrian Safety Action Plan (PSAP). The bill provides for the operation and management of these systems, as well as the distribution and use of funds generated by the fines.

Maryland is committed to the goal of Vision Zero by 2030, which requires the SHA to work with our local and state partners to implement smart solutions. A top priority for the SHA is protecting vulnerable road users. Fatalities and serious injuries involving pedestrians are entirely preventable. Speeding contributes to over one-third of all fatal crashes nationwide, with a disproportionate amount of those crashes involving pedestrians. According to research reported by USDOT, the risk of a crash resulting in a pedestrian fatality increases with speed and is as high as 85 percent at speeds of 40 mph and over. In 2023, 7,705 of crashes which occurred on Maryland roadways involved speeding. Slowing down vehicles – especially in areas designated as high risk or PSAP corridors -- can protect and ultimately save the lives of vulnerable road users.

The Federal Highway Administration (FHWA) considers speed safety cameras a proven safety countermeasure. FHWA reports that fixed unit speed safety cameras can reduce crashes on urban principal arterials by up to 54 percent. Further, research has shown that the estimated economic benefits of reduced crashes substantially exceed the total fines paid by violators. The use of speed monitoring systems on Maryland roadways complements local law enforcement as an additional resource to reduce speeds, correct driver behavior, and create safer roadways for all.

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<sup>1</sup> The bill defines a Vulnerable Road User (VRU) as an individual not traveling in a motor vehicle and includes pedestrians, bicyclists, other cyclists, individuals using personal conveyance or a mobility device, and individuals on foot in a highway work zone.

The Honorable Marc Korman  
Page Two

Finally, MDOT notes that HB 348 requires that any revenue collected through these speed monitoring systems, after covering the cost of implementing and administering the program, be used for purposes that make Maryland's roadways safer for all road users.

The Maryland Department of Transportation respectfully requests the Committee consider this information and issue House Bill 348 a favorable report.

Respectfully submitted,

April King  
Acting Director  
Office of Government Affairs  
Maryland State Highway Administration  
410-210-5780

Matthew Mickler  
Director  
Office of Government Affairs  
Maryland Department of Transportation  
410-865-1090

# **HB 348 Motor Vehicles Speed Monitoring Systems.FAV.**

Uploaded by: PRISCILLA KANIA

Position: FAV





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**HB 348 Motor Vehicles - Speed Monitoring Systems**  
**House Environmental and Transportation Committee**  
**February 21, 2025**  
**FAVORABLE**

Good afternoon, Chair Korman and Members Environment and Transportation Committee, my name is Priscilla Kania, and I am a Volunteer with AARP Maryland, standing for our nearly 850,000 members statewide. On behalf of AARP, thank you for the opportunity to testify in support of **HB 348 Motor Vehicles - Speed Monitoring Systems**. This important legislation directly aligns with AARP's Livable Communities initiative, which supports the development of communities where people of all ages can live safely, independently, and comfortably as they age. We thank Delegate Stewart for sponsoring this legislation.

HB 348 authorizes the Maryland State Highway Administration to use speed monitoring systems in areas determined to be high risk to vulnerable road users and priority corridors in the Administration's Pedestrian Safety Action Plan. This measure provides an added protection for ensuring that aging Marylanders can remain active, mobile, and connected to their communities.

**Aging in Place: A Growing Necessity**

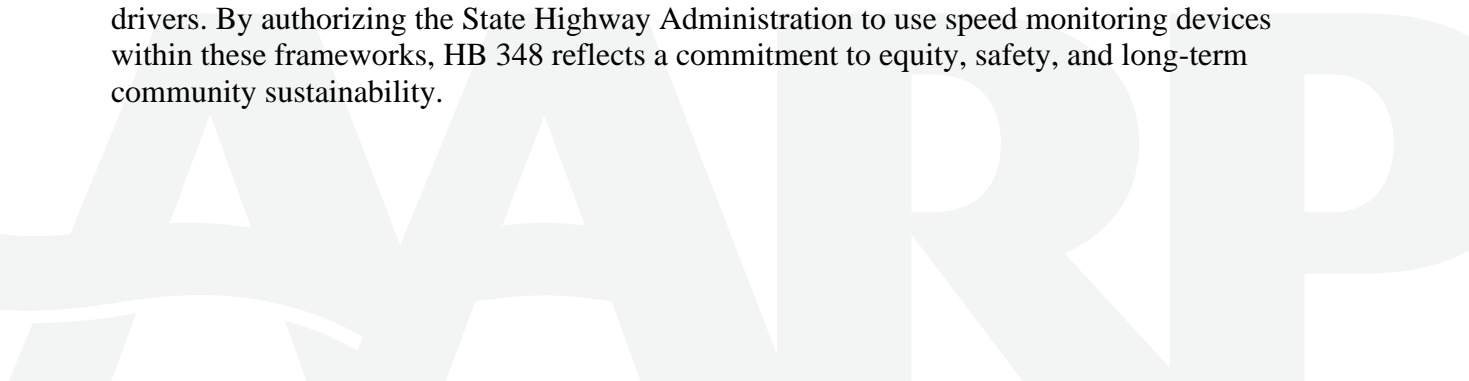
As Maryland's population ages, ensuring safe and accessible infrastructure is crucial to allowing older residents to age in place. According to AARP research, nearly 90% of older adults want to remain in their homes and communities as they age. However, this goal is only achievable if they have access to safe pedestrian and cycling infrastructure that meets their mobility needs. For older Marylanders, sidewalks and bike pathways are not just recreational amenities—they are lifelines that enable them to walk to the grocery store, visit their doctor, attend social events, and stay physically active. Safe and accessible pathways reduce isolation and increase independence while improving physical and mental health.

**The Link Between Safe Infrastructure and Healthy Aging**

Accessible and well-maintained sidewalks and pathways are critical to preventing injuries, promoting active lifestyles, and improving quality of life for older adults. The best infrastructure cannot save lives if speeding drivers are not controlled. This bill creates that deterrent.

**Complete Streets and Vision Zero: Safer Streets for All**

Complete Streets and Vision Zero programs aim to design transportation networks that prioritize safety and accessibility for all users—whether they are pedestrians, cyclists, transit users, or drivers. By authorizing the State Highway Administration to use speed monitoring devices within these frameworks, HB 348 reflects a commitment to equity, safety, and long-term community sustainability.



### **Economic and Community Benefits**

Investing in speed control strengthens entire communities by:

- Increasing property values: Walkable neighborhoods are highly desirable and can boost local property values.
- Boosting local economies: Safe, pedestrian-friendly areas attract more foot traffic to local businesses.
- Reducing healthcare costs: Encouraging physical activity through walkable communities can reduce the incidence of chronic diseases and associated healthcare costs.

Reduced physical activity: Limited safe walking and biking options can discourage older residents from engaging in the physical activity they need to maintain their health. By enforcing speed limits, HB 348 directly addresses these challenges and fosters an environment where residents of all ages can thrive.

### **HB 348 Supports Multigenerational Communities**

Safe infrastructure that promotes walking and biking benefits not only older adults but residents of all ages, including children, families, and individuals with disabilities. Lack of physical activity has been linked to negative health outcomes, including depression and cognitive decline.

### **AARP's Request**

We respectfully urge the Committee to issue a favorable report on HB 348 to help make our streets safer, strengthening accessible communities and support aging Marylanders in their desire to age in place. Thank you for considering our testimony. For further questions, please contact Tammy Bresnahan, Senior Director of Advocacy of AARP Maryland at [tbresnahan@aarp.org](mailto:tbresnahan@aarp.org) or at 410- 302-8451. Thank you!

# **HB 348, Support (Ron Weiss).pdf**

Uploaded by: Ron Weiss

Position: FAV

HB 348, Support

Ron Weiss, Fort Washington

Because **HB 348** will help save lives in Maryland, I ask that you join all the safety-minded Marylanders in supporting this vital bill

We all want to feel safe on our roads and get home safely to our families, but this bill is especially important to Prince Georgians like me.

So far this year, Prince George's roads are more deadly than murderers. Our county has had 11 road fatalities so far this year and 4 murders.

Last year was just a little better: 93 people died on our roads while 99 were murdered.

**Speeding is not just a Prince George's County problem - we need to focus on road safety state-wide.**

Last year 557 people died on Maryland roads, just a little better than the grim record of 2023 when 621 people never returned home from Maryland roads.

This is a shame on Maryland and **MD 348** will help turn this horrible history around.

Experience from the MD 210 speed camera program has shown that accurate speed cameras are effective in slowing most drivers.

**Please support life-saving legislation – HB 348.**

Please feel free to contact me if you would like further information or if I can assist in any way

# **HB 348 FAV Del Stewart.pdf**

Uploaded by: Vaughn Stewart

Position: FAV

VAUGHN STEWART  
Legislative District 19  
Montgomery County

CHIEF DEPUTY MAJORITY WHIP

Environment and Transportation  
Committee

*Subcommittees*

Housing & Real Property

Chair, Motor Vehicle and  
Transportation



The Maryland House of Delegates  
6 Bladen Street, Room 151  
Annapolis, Maryland 21401  
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Vaughn.Stewart@house.state.md.us

THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

**Testimony in Support of HB 348**  
**Motor Vehicles - Speed Monitoring Systems -**  
**Safety Corridors**

Testimony by Delegate Vaughn Stewart  
February 18, 2025 | Environment & Transportation Committee

**What the Bill Does:**

HB 348 authorizes the State Highway Administration (SHA) to install speed cameras on segments of state highways that have been identified as high-risk for vulnerable road users and pedestrians. The bill adds an important enforcement tool into SHA's toolkit to prevent dangerous and excessive speeding on Maryland road ways.

**Why the Bill is Important:**

Speed is a determining factor in the severity of roadway crashes. According to the National Highway Traffic Safety Administration (NHTSA), the likelihood of a pedestrian fatality reaches 85% when vehicles travel at speeds of 40 MPH or higher. For too many Marylanders, this is more than just a statistic—it is a tragic reality.

The SHA's Pedestrian Safety Action Plan and the Vulnerable Road User Safety Assessment identify the most critical areas for pedestrian and cyclist safety improvements. To address the safety needs in these areas, SHA uses a combination of proven countermeasures, including infrastructure enhancements and traffic enforcement tools. HB 348 adds an essential enforcement mechanism by authorizing speed monitoring in these high-risk zones to prevent excessive speeding and improve safety for all road users.

This bill is about protecting lives. People like Dan Langenkamp, who lost his wife Sarah in a vulnerable road user crash, or Nigel Samaroo, who survived two serious injury crashes but now suffers from chronic pain, serve as sobering reminders of the cost of inaction. We also remember Enzo Alvarenga, an 18-year-old University of Maryland student whose life was tragically cut short. These are real people, with families and futures, whose tragedies could have been prevented with better speed enforcement measures.

By creating a structured and fair system for speed monitoring in safety corridors, HB 348 ensures that our roads are not just for cars, but for everyone who uses them. This bill balances public safety, enforcement integrity, and investment in critical infrastructure.

**Why the Committee Should Vote Favorably:**

HB 348 is about saving lives and making Maryland's road safer for everyone - it will prevent unnecessary tragedies by addressing excessive speeding in high-risk areas, improve compliance with speed limits through effective, targeted enforcement, and get us one step closer to achieving the Vision Zero goals of zero roadway deaths.

**Let's take this necessary step toward a safer, more responsible transportation system. I urge a favorable report.**

# **HB 348 - MML - FWA.pdf**

Uploaded by: Bill Jorch

Position: FWA





Maryland Municipal League  
*The Association of Maryland's Cities and Towns*

# TESTIMONY

February 21, 2025

**Committee:** House Environment and Transportation Committee

**Bill:** HB 348 - Motor Vehicles - Speed Monitoring Systems - Safety Corridors

**Position:** Favorable with Amendment

**Reason for Position:**

The Maryland Municipal League supports HB 348 with amendment. The bill would allow for the State Highway Administration (SHA) to place speed cameras on state highways in certain designated safety corridors.

Municipal roadways are some of the busiest in the State due to the high number of residents, workplaces, and entertainment venues located in the State's cities and towns. As such many state highways designated as "safety corridors" in the bill are in municipalities. Authorizing SHA to place speed cameras on state highways on these "safety corridors" would improve roadway safety in many municipalities by allowing further deployment of these devices that are proven to reduce vehicular speed, accidents, and serious accidents.

MML's proposed amendments seek to codify a process for a municipality to request that a camera is installed in a "safety corridor" on a state highway in a municipality. The amendment is based on language that is already in statute, TR 21-809(B)(1)(iii)(2):

“(T) 1. A municipal corporation may implement and use a speed monitoring system consistent with the requirements of this subsection on a state highway at a location within its corporate limits if the municipal corporation:

i. Submits to the Administration a plan describing the designated safety corridor and the proposed location of the speed monitoring system; and

ii. Requests and receives permission from the Administration to use the speed monitoring system at the proposed location.



Maryland Municipal League  
*The Association of Maryland's Cities and Towns*

2. If the Administration fails to respond to the request within 60 days, the municipal corporation may implement and use the speed monitoring system as described in the plan submission.
3. The Administration may not:
  - i. Unreasonably deny a request under this subparagraph; or
  - i. Place exactions, fees, or unreasonable restrictions on the implementation and use of a speed monitoring system under this subparagraph.
4. The Administration shall state in writing the reasons for any denial of a request under this subparagraph.
5. A municipal corporation may contest in the circuit court a county denial of a request under this subparagraph.”

For these reasons, the Maryland Municipal League respectfully requests a favorable report on House Bill 348 with the above amendment. For more information, please contact Bill Jorch, Director, Public Policy and Research at [billj@mdmunicipal.org](mailto:billj@mdmunicipal.org). Thank you for your consideration.

*The Maryland Municipal League uses its collective voice to advocate, empower and protect the interests of our 160 local governments members and elevates local leadership, delivers impactful solutions for our communities, and builds an inclusive culture for the 2 million Marylanders we serve.*

# **MGA 2025 Testimony Bill HB0348 (Speed Monitoring S**

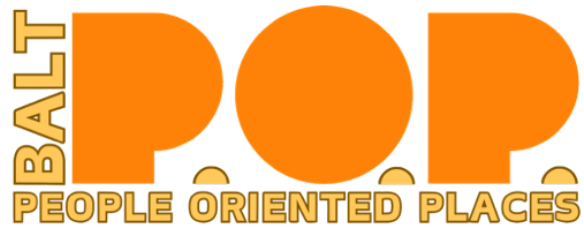
Uploaded by: Michael Scepaniak

Position: FWA

Bill: HB0348

Bill Title: Motor Vehicles - Speed Monitoring Systems - Safety Corridors

Position: **Favorable with Amendments**



Members of the House Environment and Transportation Committee,

As a group which advocates for a built environment which is safe and convenient for all people, whether they are moving through that environment on foot, on a bicycle, in a wheelchair, via public transit, or in an automobile, we support HB0348.

Maryland's roadways are not safe, especially for vulnerable road users (VRUs). Despite the Vision Zero efforts of the past several years, those roadways have actually gotten less safe - for everyone.

Specific to the Baltimore region, the Baltimore Regional Transportation Board (BRTB), on an annual basis, tracks five performance/safety measures to carry out the Federal Highway Administration's Highway Safety Improvement Program. The last of those five measures is "Number of Non-motorized Fatalities & Serious Injuries". The numbers for this measure are abysmal.

The 2023 number for this measure was **410**, which is a **41% increase** over the 2005-2009 baseline number of **290**. The Maryland Department of Transportation's (MDOT's) current target for this measure is **294 by 2030**. [1] In terms of VRU deaths and serious injuries, MDOT is hoping to basically get us back to where we were 20 years ago. That's not progress - that's standing still.

But, breaking the horrible upward trendline of VRU deaths and serious injuries we are suffering through is a critical first step. Some of the recent actions MDOT has taken in this space, including their revamped Complete Streets policy and quick build initiatives, are very encouraging. But, they need more tools made available to them. The capability that will be afforded to them by this bill is one such tool.

This bill is very straightforward. It will allow the State Highway Administration (SHA) to place speed monitoring systems on roadways that are classified as safety corridors. The two sources for identifying these safety corridors make sense - MDOT SHA's Pedestrian Safety Action Plan (PSAP) and MDOT SHA's Vulnerable Road User Safety Assessment (VRUSA). The tangible difference between the two is that, whereas the PSAP priority corridors are limited to state roads, the VRUSA high-risk areas include local roads. [2]

Accordingly, all of the highest priority corridors listed in the PSAP are part of state roads. [3] In contrast, the high-risk areas listed in the VRUSA (which are grouped by SHA district), include both state-maintained roads and non-state-maintained roads. The listing of high-risk areas for Baltimore City notes the following:

While Baltimore City has numbered state routes with its city limits, these roads are not maintained by SHA. Consequently, all the high-risk areas identified within the areas of need in Baltimore City through the VRU Safety Assessment were identified as local roads. [4]

This poses an issue. The bill states that any remaining balance of funds accrued by these speed monitoring systems shall be distributed to the Transportation Trust Fund (TTF). However, because SHA does not maintain any roads in Baltimore City, any funds accrued by any SHA-managed speed monitoring systems placed in Baltimore City will not flow back to Baltimore City. **The bill must be amended to somehow direct these funds back to the source high-risk areas in Baltimore City.**

Furthermore, the bill states that the funds are to be distributed to the TTF for a) highway safety purposes and b) state highway administration system preservation. **We would prefer to see the bill amended such that “highway safety purposes” is clarified to read “highway vulnerable road user safety purposes” and “system preservation” is either removed as a target or clarified to read “state highway administration system preservation that results in updates to the road design that improve the safety of vulnerable road users”.**

We hope the committee finds these points helpful and convincing and we urge its members to **vote in favor of HB0348, with our suggested amendments**. Thank you for your efforts and the opportunity for us to testify on this legislation.

[BaltPOP - Baltimoreans for People-Oriented Places](#)

References:

[1] “RESOLUTION #25-19 - ADOPTING HIGHWAY SAFETY TARGETS FOR THE BALTIMORE REGION”. BRTB. January 2025.

<https://baltometro.org/sites/default/files/BRTBRes25-19.pdf>

[2] MDOT SHA. “Maryland’s Vulnerable Road User Safety Assessment & Pedestrian Safety Action Plan” p. 12. As of February 12, 2025.

[https://www.baltometro.org/sites/default/files/bmc\\_documents/committee/presentations/brss/BRSS230525pres\\_MDOT-SHA-Vulnerable-Road-Users.pdf](https://www.baltometro.org/sites/default/files/bmc_documents/committee/presentations/brss/BRSS230525pres_MDOT-SHA-Vulnerable-Road-Users.pdf)

[3] MDOT SHA. "Pedestrian Safety Action Plan" p. 23. May 2023. Via <https://experience.arcgis.com/experience/a4c07b80731b4a109a79bf6c86aad4c9/page/Home/>

[4] MDOT SHA. "2021–2025 Maryland Strategic Highway Safety Plan, Appendix C: Vulnerable Road User Safety Assessment". p. 32. November 2023. [https://zerodeathsmd.gov/wp-content/uploads/2023/11/SHSP2021-25\\_compressed.pdf](https://zerodeathsmd.gov/wp-content/uploads/2023/11/SHSP2021-25_compressed.pdf)

**HB 348 - MoCo\_Morningstar\_FWA (GA 25).pdf**

Uploaded by: Sara Morningstar

Position: FWA



# Montgomery County

## Office of Intergovernmental Relations

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**ROCKVILLE: 240-777-6550**

**ANNAPOLIS: 240-777-8270**

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**HB 348**

**DATE: February 21, 2025**

**SPONSOR: Delegate Stewart**

**ASSIGNED TO: Environment and Transportation Committee**

**CONTACT PERSON: Sara Morningstar (sara.morningstar@montgomerycountymd.gov)**

**POSITION: SUPPORT WITH AMENDMENT**

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### **Motor Vehicles – Speed Monitoring Systems – Safety Corridors**

House Bill 348 would authorize the State Highway Administration (SHA) to put automated traffic enforcement (ATE) systems on highways designated as high risk to vulnerable road users and on priority corridors in SHA's most recent Pedestrian Safety Action Plan. Violation revenues would be distributed by the Comptroller to SHA to cover program costs and additional safety projects in those areas of need. Montgomery County supports House Bill 348 with an amendment allowing counties and municipalities with existing ATE programs to continue operating the cameras under the expanded authority of the bill rather than shifting the programs to SHA.

According to the National Highway Traffic Safety Administration (NHTSA) in 2023, speeding was a contributing factor in nearly 30 percent of the more than 12,000 traffic fatalities that occurred in the previous year. NHTSA also reported that speed safety camera systems are a Federal Highway Administration Proven Safety Countermeasure (Office of Safety, 2021) that can reduce roadway fatalities and injuries by 20 to 37 percent. House Bill 348 would improve roadway safety in Maryland by deploying ATE systems on designated high injury roadways.

To avoid duplicative automated enforcement by SHA in counties and municipalities with existing ATE programs, Montgomery County would request that the Committee consider an amendment to House Bill 348 to allow these entities to retain control of their programs. Necessary equipment and operations are already in place, and agreements could be worked out with the State to address revenue sharing issues.

Montgomery County would urge that the Committee adopt a favorable report on House Bill 348 with the suggested amendment.