

MCPA-MSA HB 644 Speed Monitoring Systems - Residen

Uploaded by: Andrea Mansfield

Position: FAV



Maryland Chiefs of Police Association

Maryland Sheriffs' Association



MEMORANDUM

TO: The Honorable Marc Korman, Chair and
Members of the Environment and Transportation Committee

FROM: Darren Popkin, Executive Director, MCPA-MSA Joint Legislative Committee
Andrea Mansfield, Representative, MCPA-MSA Joint Legislative Committee
Samira Jackson, Representative, MCPA-MSA Joint Legislative Committee

DATE: February 21, 2025

RE: **HB 644 Vehicle Laws - Speed Monitoring Systems - Residential Districts**

POSITION: **SUPPORT**

The Maryland Chiefs of Police Association (MCPA) and the Maryland Sheriffs' Association (MSA) **SUPPORT HB 644**. This bill would authorize speed monitoring systems ("speed cameras") on highways in residential districts with a maximum posted speed limit of 35 miles per hour statewide, instead of current law that only authorizes residential speed cameras in Anne Arundel County, Montgomery County, and Prince George's County.

Under HB 644, speed cameras will be allowed to be used in specified residential area locations, outside of current law which limits these cameras to school zones. The installation of these speed cameras will have a positive effect state-wide as it aims to negate negative and dangerous driving behaviors. Speed is a huge factor in the damage sustained in vehicle crashes. These cameras tend to slow vehicles down significantly, which will lead to a reduction in crashes and motor vehicle incidents. These speed cameras also serve to enhance safety in residential neighborhoods, where citizens are typically walking, riding bikes, and spending time outside with their families and/or pets.

The enactment of HB 644 allows police departments throughout the state to add speed cameras to encourage motorists to slow down in residential areas, where speeding is a problem. Additionally, the use of automated enforcement with speed cameras reduces the risks that are inherent during police traffic stops. Speed cameras have been an effective tool used to improve public safety by reducing speed-related vehicle crashes in residential areas.

For these reasons, MCPA and MSA **SUPPORT HB 644** and urge a **FAVORABLE** committee report.

HB 644 - MML - FAV.pdf

Uploaded by: Bill Jorch

Position: FAV



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

TESTIMONY

February 21, 2025

Committee: House Environment and Transportation Committee

Bill: HB 644 - Vehicle Laws - Speed Monitoring Systems - Residential Districts

Position: Favorable

Reason for Position:

The Maryland Municipal League supports HB 644, which would allow local governments statewide to place speed cameras in residential districts. This expanded authority enables this proven traffic safety device to be further deployed in areas with chronic reckless driving problems and vulnerable populations.

Numerous studies have shown that the presence of speed cameras reduces vehicular speed, accidents, and serious accidents. Currently, local governments are authorized to place speed cameras in residential districts in three counties and in school zones statewide. Both of these areas are highly populated with vulnerable road users, primarily children.

One of the most frequent concerns our municipal leaders hear from their constituents is speeding in their community and speed cameras are one of the best tools to curb vehicular speeding. This bill provides the option for local governments to expand this already successful program to residential districts statewide. Not every municipality will use this tool, but having this tool as an option will allow each municipality to determine if it is the right choice for their community.

For these reasons, the Maryland Municipal League respectfully requests a favorable report on House Bill 644. For more information, please contact Bill Jorch, Director, Public Policy and Research at 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.

47 State Circle, Suite 403 Annapolis, Maryland 21401
(410) 295-9100 www.mdmunicipal.org

SafeRoadsMD Support - HB 0644.pdf

Uploaded by: John Seng

Position: FAV



SafeRoadsMD

Support HB 0644
“Vehicle Laws – Speed
Monitoring Systems –
Residential Districts”

MARYLAND COALITION FOR ROADWAY SAFETY, INC.

URGES YOUR SUPPORT FOR HB 0644

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, SafeRoadsMD.org

Re: Requesting A Favorable Review on HB 0644 to Promote Road Safety

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

I am writing on behalf of the Maryland Coalition for Roadway Safety to express our strong support for House Bill 0644, “Vehicle Laws - Speed Monitoring Systems - Residential Districts,” a critical piece of legislation that will empower local jurisdictions to address the growing crisis of excessive speeding on Maryland’s roads.

As you know, speeding remains a leading cause of road crashes, injuries, and fatalities across Maryland. With law enforcement staffing declining and fewer road patrols available to deter reckless driving, more lives face lethal risk every day.

SafeRoadsMD represents stakeholders and residents across multiple Maryland counties who have long advocated for stronger local oversight in combatting dangerous speeding. We firmly believe in the use of speed camera systems and other technology to enhance road safety and reduce traffic-related tragedies. These bills provide a necessary and practical solution by allowing individual counties to determine where and how to implement speed cameras without requiring approval from other jurisdictions.

Currently, each county in Maryland must obtain a majority vote from delegates across the entire State to install speed cameras in their communities. This inefficient process hinders the ability of local governments to act swiftly in response to their specific road safety needs.


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

HB 0644 introduces a common-sense approach by eliminating this outdated requirement. Under the proposed legislation, counties will have sole authority to decide whether to implement speed cameras within their jurisdictions, ensuring that local leaders who best understand their communities' traffic safety challenges can take immediate and appropriate action.

By supporting HB 0644, you will be endorsing a safer, more efficient approach to traffic enforcement, one that prioritizes local decision-making and public safety. We urge you to stand with us in protecting Maryland's road users and reducing preventable accidents caused by excessive speeding.

Please vote to submit a favorable response on HB 0644. Thank you for your time and consideration.

Sincerely,

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

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

cc: SafeRoadsMD Board; Peter Gray/BikeMaryland

HB644_Transit Caucus_FAV

Uploaded by: Kris Fair

Position: FAV



MARYLAND TRANSIT CAUCUS

marylandtransitcaucus.org • @CaucusTransit
transitcaucus@gmail.com

Officers

Co-Chairs: Senator Cory McCray, Delegate Lorig Charkoudian
Vice Chairs: Senator Arthur Ellis, Delegate Sheila Ruth
Secretary: Delegate Julie Palakovich Carr
At-Large Members: Delegate Mary Lehman, Delegate Nick Allen
Legislative Committee Co-Chairs: Delegate Malcolm Ruff, Delegate Kris Fair

Dear Members of the Maryland General Assembly,

On behalf of the Transit Caucus, we are writing to express our endorsement of **HB644 / SB530: Vehicle Laws – Speed Monitoring Systems – Residential Districts**. As advocates for transportation-related legislation before the General Assembly, we believe this bill is essential to our mission of ensuring a more sustainable, efficient, and accessible transit system for all residents. We are confident that its passage will have a positive impact on our communities, economy, and environment.

HB644 / SB530 authorizes the use of speed monitoring systems in certain residential districts statewide; and requires speed limit signs to include certain signs. This bill is needed to help create equity across the state for speed camera monitoring systems and how each jurisdiction handles their monitoring systems. Speeding is a major issue and concern regardless of location. HB644 will help make our streets and communities safer.

Thank you for taking the time to consider this bill. Should you have any questions or require further information, please do not hesitate to reach out to us. We look forward to working with you as we build a better Maryland transportation system for all.

Thank you,

Senator Cory McCray, Co-Chair

Delegate Lorig Charkoudian, Co-Chair

Members

Delegate Gabriel Acevero
Delegate Nick Allen
Delegate Dalya Attar
Senator Malcolm Augustine
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Delegate Nichole Williams
Delegate Greg Wims
Delegate Sarah Wolek
Delegate Teresa Woorman
Delegate Chao Wu
Delegate Natalie Ziegler
Senator Craig Zucker

BCoPD Support Letter for HB 644.pdf

Uploaded by: Michele Guyton

Position: FAV

ROBERT O. MCCULLOUGH

Chief of Police



Integrity...Fairness...Service

BALTIMORE COUNTY POLICE

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www.baltimorecountymd.gov/police

RE: House Bill 644 – Vehicle Laws - Speed Monitoring Systems – Residential Districts

January 31, 2025

Dear Delegates Guyton, Fair, Foley, Forbes, Lehman, Stein, and Stewart:

Thank you for the opportunity to express my support for House Bill 644 – Vehicle Laws - Speed Monitoring Systems – Residential Districts.

This bill will give Baltimore County, and other local jurisdictions statewide, 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. House Bill 644 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.



Nationally Accredited Since 1984

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. (These examples are for illustration only because up-to-date data would be needed prior to site selection.) 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 HB 644:

Enactment of House Bill 644 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, Delegates Guyton, Fair, Foley, Forbes, Lehman, Stein, and Stewart, thank you for introducing House Bill 644 and for the opportunity to express my support. I appreciate your thoughtful collaboration to promote public safety in Maryland.

Sincerely,

Robert O. McCullough/mzf

Robert O. McCullough
Chief of Police

HB 644 - Favorable - Del. Guyton.pdf

Uploaded by: Michele Guyton

Position: FAV

MICHELE GUYTON
Legislative District 42B
Baltimore County

Environment and Transportation
Committee



The Maryland House of Delegates
6 Bladen Street, Room 304
Annapolis, Maryland 21401
410-841-3793 · 301-858-3793
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Michele.Guyton@house.state.md.us

THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

February 21, 2025

Favorable

HB 644 - Vehicle Laws – Speed Monitoring Systems – Residential Districts

Dear Chair Korman, Vice Chair Boyce and Members of the Environment and Transportation Committee,

I ask for your consideration of HB 644 to increase road safety in residential areas. HB 644 simply enables county governments with the authority to place speed monitoring devices in residential areas outside of designated school zones if they feel it necessary for public safety. Anne Arundel, Montgomery and Prince Georges Counties have previously established this authority and last year, Baltimore County Delegation passed a local bill to establish this authority but amendments made it inconsistent with other county laws and it was not passed by this committee for that reason. I respectfully request a favorable report on HB 908 rather than continuing a piecemeal approach to road safety in the state. These decisions should be made by those most affected by, and closest to them.

Sincerely,

A handwritten signature in cursive script that reads "Delegate Michele Guyton".

Delegate Michele Guyton 42B

HB0644writtentestimony.pdf

Uploaded by: Mindy Badin

Position: FAV

Please Support HB0644

February 19, 2025

To:

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

From:

Mindy Badin, Transportation Committee Chair
Greater Olney Civic Association
4212 Charley Forest Street
Olney, Maryland 20832
minbad001@yahoo.com

Dear Chair Korman and Vice Chair Boyce:

I strongly support the passage of HB0644 “Vehicle Laws - Speed Monitoring Systems - Residential Districts,” and respectfully request that the House Environment and Transportation Committee vote to submit a favorable response to enact this bill to curb speeding in Maryland’s residential districts.

Having lost my own son Brett as he was crossing the street to meet some friends for dinner, I have been advocating for safer streets for the past five years. I believe my experiences give me a personal perspective on roadway safety.



For some people, episodes of aggressive driving are frequent, for others, it is their usual driving behavior. Speeders and aggressive drivers not only affect the speeder - they also affect other drivers, pedestrians, and bicyclists. This is especially true in residential neighborhoods, where pedestrians and bicyclists are common. The risks to this vulnerable population are particularly pronounced in these areas.

In my town, the residents of the Olney Oaks neighborhood have banded together and are working with their County Council representative to fight to install speed cameras on their main neighborhood street, citing consistent excessive speeding. This should not be a fight; it should not take a tragedy before automated speed monitoring systems are installed.

In my own residential neighborhood of Olney Mill, my friend was driving home one night when another car ran a stop sign at a high speed. This speeding driver hit my friend's car, and his own vehicle flipped over. I can't imagine how much over the 25 mph speed limit this driver must have been going to overturn his vehicle. It was a miracle that no one was seriously hurt. In my own experience, I am shocked when I see many vehicles traveling our quiet streets at break-neck speeds. Automated speed monitoring systems will curb these dangerous behaviors.

Many neighborhoods are tackling speeding problems on their streets, HB0644 will make it easier for those neighborhoods to install automated speed monitoring systems and improve public safety. Our residential districts deserve the same level of attention and protections as more high-traffic areas.

I thank you and the members of the Environment and Transportation Committee, and I urge you to submit a favorable recommendation and support HB0644.

Sincerely,

Mindy Badin

HB644-ET-FAV.pdf

Uploaded by: Nina Themelis

Position: FAV



BRANDON M. SCOTT
MAYOR

*Office of Government Relations
88 State Circle
Annapolis, Maryland 21401*

HB 0644

February 21, 2025

TO: Members of the Environment and Transportation Committee
FROM: Nina Themelis, Director of Mayor's Office of Government Relations
RE: House Bill HB 0644 – Speed Monitoring Systems – Residential Districts

POSITION: FAVORABLE

Chair Korman, Vice Chair Boyce, and Members of the Committee, please be advised that the Baltimore City Administration (BCA) **supports** House Bill (HB) 644.

HB 644 expands the authorization of speed monitoring systems to be used in residential districts statewide, ensuring a uniform approach to speed enforcement in communities where pedestrian and vehicular safety remain a priority. This legislation also enhances signage requirements to inform motorists of speed monitoring systems in place, further promoting compliance with posted speed limits.

Currently, speed monitoring systems have proven to be an effective tool in reducing speeding and improving traffic safety in designated areas, including along Interstate 83 in Baltimore City. By allowing their use in residential districts throughout the state, HB 644 strengthens local jurisdictions' ability to enforce speed limits and mitigate traffic-related incidents in areas with high pedestrian activity.

Speeding remains a leading cause of crashes and traffic fatalities. Providing local jurisdictions with the ability to implement and enforce speed monitoring systems in residential districts will serve as a proactive measure to protect residents, pedestrians, and motorists alike. The inclusion of enhanced signage requirements ensures transparency and public awareness, reinforcing compliance with traffic laws.

For the above stated reasons, the BCA respectfully request a **favorable** report on HB 644.

HB 644, Support (Ron Weiss).pdf

Uploaded by: Ron Weiss

Position: FAV

HB 644, Support

Ron Weiss, Fort Washington

Because **HB 644** 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. As a member of the Prince George's County Residential District Speed Monitoring System Citizens Advisory Committee, I know that many communities are crying out for residential speed cameras to curb the egregious speeding that risks the lives of their loved ones.

The Prince George's residential speed camera program is at long last getting started as we roll out new accurate speed cameras. Based on the success of these cameras on MD 210, we expect lives will also be saved in our residential communities

All Maryland residents deserve to feel safe. **HB 644** will go a long way to make sure they do

Please support life-saving legislation – HB 644.

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

HB0644-ET_MACo_SUP.pdf

Uploaded by: Sarah Sample

Position: FAV



House Bill 644

Vehicle Laws – Speed Monitoring Systems – Residential Districts

MACo Position: **SUPPORT**

To: Environment and Transportation
Committee

Date: February 21, 2025

From: Sarah Sample

The Maryland Association of Counties (MACo) **SUPPORTS** HB 644. This bill authorizes statewide use of speed monitoring devices in residential districts under certain circumstances and only when enabled by a local ordinance. These changes could help promote safety and deter aggressive, reckless, and negligent driving, particularly in areas with families and children.

More frequently than ever, horrific traffic accidents have claimed the lives or good health of Maryland residents. Vehicle drivers and passengers aren't the only ones in danger – pedestrians and cyclists alongside the roadways are also at risk of harm or death. In the instance outlined in HB 644, potential pedestrian victims are often children playing and people simply trying to enjoy the day-to-day activities in their neighborhoods.

Research has shown that penalties for speeding have the potential to change behavior and drive down the number of violations over time. Counties believe having the authority to use automated enforcement for speeding in residential areas will further accountability, particularly in these sensitive locations. When deployed in a targeted way, these systems can and will save lives.

Not only does HB 644 hold reckless drivers accountable for behaviors that have led to a surge in the frequency and severity of incidents that are regularly putting residents and county employees at risk, but it sets a new standard of safety in communities for all residents. For these reasons, MACo **SUPPORTS** HB 644.

HB0644 - SHA - LOI - Vehicle Laws - Speed Monitori

Uploaded by: Patricia Westervelt

Position: INFO

February 21, 2025

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

RE: Letter of Information – HB 644 – Vehicle Laws – Speed Monitoring Systems – Residential Districts

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) offers the following letter of information for the Committee's consideration of House Bill 644.

HB 644 expands statewide the authorization to use speed monitoring systems on highways in residential districts with a maximum posted speed limit of 35 miles, on which the speed limit was established using generally accepted traffic engineering practices. Currently, Anne Arundel, Montgomery, and Prince George's are the only counties in Maryland with this authorization.

Maryland is committed to the goal of Vision Zero by 2030 – this requires the State Highway Administration (SHA) to work with local and state partners to implement smart solutions to help save lives. Speeding is a contributing factor in over one-third of all fatal crashes nationwide. In 2023 alone, 7,705 of the crashes which occurred on Maryland roadways involved speeding.

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.

The SHA notes that the bill does not alter where fines collected from speed monitoring systems are directed. Generally, the relevant jurisdiction recovers the costs of implementing the system and spends the remaining balance for public safety purposes, including pedestrian safety programs. Revenue collected after administrative cost recovery for speed cameras on state highways should be directed for safety purposes on the roads where the violations occurred. Using funds to further enhance safety in these areas aligns with the ultimate goal of speed monitoring systems – to slow drivers down, prevent injuries, and save lives.

The Honorable Marc Korman
Page Two

The Maryland Department of Transportation respectfully requests the Committee consider this information during their deliberations of House Bill 644.

Respectfully submitted,

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

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