

HB1173_FAV_City of Rockville_Montgomery County - S

Uploaded by: Christine Krone

Position: FAV



Testimony of the Mayor and Council of Rockville
HB 1173 – Montgomery County – Speed Monitoring Systems – High-Risk
Highways MC 17-25
SUPPORT

Good afternoon, Chair Korman and members of the House Environment and Transportation Committee. I'm Christine Krone from Schwartz, Metz, Wise, and Kauffman in representation of the Mayor and Council of Rockville. Thank you for the opportunity to testify in support of HB 1173. We are thankful to the Montgomery County Delegation for sponsoring this important legislation. The City would also like to recognize Senator Kagan for her efforts on this bill in support of municipalities.

The Mayor and Council unanimously support HB 1173, which authorizes Montgomery County and its municipalities to locate speed monitoring systems identified in a County, municipal, or State Vision Zero Plan/Local Strategic Highway Safety Plan as high-risk roads resulting in bodily injuries or death. After recovering implementation costs, local governments must direct speed camera revenues from those roadways toward funding the design and construction of safety-related projects. This legislation aligns with Rockville's Vision Zero program, which seeks to eliminate all traffic fatalities and serious injuries.

HB 1173 is of great significance because it would allow for the placement of additional speed cameras on State roads in Rockville and Montgomery County 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.

The revenue generated would support Rockville making additional investments in critical infrastructure projects to improve safety for those who walk, bike, roll, and use public transportation. Having the ability to implement more projects would expedite the forward progress the City is making towards achieving its Vision Zero program goals.

HB 1173 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 Montgomery County and its 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 1173 with a favorable report.

HB 1173 - Support.pdf

Uploaded by: Dawn Luedtke

Position: FAV



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

DAWN LUEDTKE
COUNCILMEMBER
DISTRICT 7

March 7, 2025

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

RE: House Bill 1173, *Montgomery County - Speed Monitoring Systems - High-Risk Highways MC 17-25*

Dear Chair Korman,

I urge the Committee to support House Bill 1173, Montgomery County - Speed Monitoring Systems - High-Risk Highways MC 17-25, which would enable Montgomery County to place a speed monitoring system on certain roads that have been identified as high risk because of a demonstrated history of fatal or severe injury crashes.

A prominent example of this type of high-risk roadway is Shady Grove Road, where we have been working with residents, community leaders, the Montgomery County Department of Transportation (MCDOT), and the Montgomery County Police Department (MCPD) to provide traffic calming solutions and enhanced speeding enforcement. Shady Grove Road from Frederick Road (MD 355) to Midcounty Highway has consistently been identified as part of the County's "high injury network" because of its significant history of fatal and severe injury crashes, including in the County's 2030 Vision Zero Action Plan.¹ According to the Montgomery County Planning Department's Interactive Crash Map,² there have been six fatal crashes and eight severe injury crashes involving pedestrians and motorists on this section of Shady Grove Road since 2015, including one in August 2024.³

¹ www.montgomerycountymd.gov/visionzero/Resources/Files/vz2030-plan.pdf

² montgomeryplanning.org/planning/transportation/vision-zero/montgomery-county-interactive-crash-map/

³ www.mymcmedia.org/police-investigate-fatal-car-collision-on-shady-grove-road/

After significant community advocacy and discussions with MCDOT, the County recently lowered the 45 mph speed limit for Shady Grove Road to 40 mph. While MCDOT is evaluating this change and will consider further reductions, 40 mph is still too high according to existing State law for a road to be eligible for automated traffic enforcement. This is despite a growing number of deaths and severe injuries on this roadway that is making our communities less safe.

More urgent action is clearly needed on Shady Grove Road and many other similarly situated roads in Montgomery County. We believe allowing for speed camera enforcement gives Montgomery County a tool that can fairly and effectively reduce the dangerous levels of speeding and change driving behavior that contributes to fatal and severe injury crashes. We urge the Committee to support this legislation.

Very truly yours,

A handwritten signature in black ink, appearing to read "Dawn Luedtke", written in a cursive style.

Dawn Luedtke
Montgomery County Councilmember
District 7

cc: Members of the Environment and Transportation Committee

HB1173_Solomon_FAV.pdf

Uploaded by: Eden Binder

Position: FAV

JARED SOLOMON
Legislative District 18
Montgomery County

DEPUTY SPEAKER PRO TEM

Appropriations Committee

Subcommittees

Chair, Oversight Committee
on Personnel

Capital Budget

House Chair, Joint Audit and
Evaluation Committee



The Maryland House of Delegates
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THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

HB 1173

Montgomery County – Speed Monitoring Systems – High-Risk Highways
House Environment and Transportation Committee
March 7, 2025

Good afternoon Chair Korman, Vice Chair Boyce, and Colleagues,

Thank you for the opportunity to present today on my legislation – HB 1173. This is a nearly identical reintroduction of last year's bill which was voted unanimously out of the House Delegation last session as well as this session.

The bill will:

1. Give Montgomery County government the authority to place speed cameras on High Injury Network (HIN) locations in Montgomery County. These are the locations that are at highest risk for motor vehicle crashes;
2. Require any fines collected to be used to fund the study, design, and construction of safety-related efforts; and
3. Require an evaluation of the speed monitoring systems to determine their efficacy every 5 years.

I offer a Sponsor amendment today that will allow roadways or intersections to be identified in the municipality's, county's, or state's most recent Strategic Highway Safety Plan, Vision Zero Plan, or a similar road safety plan.

As of December 1st, 2024, there have been 510 fatalities in Maryland, 82 of which were speed related. In Montgomery County we lost 45 of our neighbors in fatal car crashes. In its commitment to eliminate transportation fatalities and serious injury by 2030, the Montgomery Countywide Policy and Planning Vision Zero team

studied the county's crash history and conditions that lead to incidents on our roadways. There were two key findings from these studies:

1. Most serious injuries and fatalities are located along the county's arterials, such as Georgia Avenue, Old Georgetown Road, and Veirs Mill Road.
 - a. These roads have speed limits that exceed 35 mph in most if not all segments and these roads also include both residential and business districts. To limit the placement of speed cameras to residential areas and school zones, ignores the fact that "*On a per-intersection or per-roadway segment basis, crash risk is types.*"
2. While bicycle and pedestrian crashes are less frequent than motor vehicle crashes, they are more likely to result in a serious injury or fatality.

As speed increases, so does the risk of severe injury and death. The risk of death for a pedestrian hit at 23 mph is 10 percent but jumps up to 50 percent at 42 mph. Once speeds hit 58 mph, the risk of death is 90%. With 45 percent of the U.S. population admitting to driving more than 15 mph over the posted speed limit, in areas in which the speed limit is 40 or 45 mph, we can expect drivers going at speeds of 55 to 60 mph – meaning a pedestrian struck on those roads is likely to have a 90% risk of death.

Luckily, Montgomery County already has a successful automated speed enforcement program. The program began in 2007 on streets with speed limits of 35mph or lower and school zones. In 2009, the state increased the enforcement threshold from 11 to 12mph over the speed limit. And, in 2012, the county launched its corridor approach, in which cameras are moved periodically along a roadway segment. The long-term effects of the program were studied and found:

- Speed cameras were associated with a 10% reduction in mean speeds and a 62% reduction in the likelihood that a vehicle was traveling more than 10 mph above the speed limit at camera sites.
- The overall effect of the camera program in its modified form, including both the law change and the corridor approach, was a 39% reduction in the likelihood that a crash resulted in an incapacitating or fatal injury.

While there are varying factors that can contribute to crash injuries and fatalities, we know nearly a third of fatalities were speeding-related, and when a collision involves a non-motorist, it is more likely to result in severe injury or death. MC 17-25 would address these issues on our most dangerous roadways and increase

compliance with speed limits. If we are going to meet Vision Zero, we need to take every step to ameliorate the dangerous conditions on our roads.

Montgomery County prioritizes High Injury Network Projects in their [Vision Zero 2024-2025 Work Plan](#) by implementing safety countermeasures on identified high-risk road segments and intersections which the County must coordinate with the State for state-maintained portions of the network. In a recent Vision Zero update, ([Vision Zero FY 24 Report](#)), the County found that serious and fatal crashes were down 11% compared to 2015-2019 annual average. High injury networks experienced a 28% crash reduction compared to a 5% increase on non-HIN roadways. Enhanced safety projects, outreach, and law enforcement were prioritized in these HIN areas, contributing to this decline. The County recommends a continued focus on HIN areas to accelerate these reductions and achieve our goal of zero deaths by 2030.

I'm proud to be partnering with the Montgomery County Police Department, the Montgomery County Department of Transportation, and community advocates to advance this legislation.

This bill is a reintroduction of last year's legislation which was voted out of the House of Delegates 106-26. I once again urge a favorable report.

HB1173 Written Testimony - Elizabeth Westin.pdf

Uploaded by: Elizabeth Westin

Position: FAV

House Bill 1173 – March 11, 2025

By: Montgomery County Delegation Assigned to: Environment and Transportation

Title: Montgomery County – Speed Monitoring Systems – High-Risk Highways MC 17-25

Submitted by: Ms. Elizabeth Westin, Derwood, MD, Redland Station Homeowners Association Board Member

Dear Chair and Committee members:

I am in full support of House Bill 1173. I am a mother of a 3-year-old and live off Shady Grove Rd (intersection of Shady Grove Road and Briardale Road). Almost every day, I witness cars speeding way over the 40-mile speed limit with no regard for safety in our community. Briardale Rd on both sides of Shady Grove Rd contains heavily residential neighborhoods and is close to highway entrances/exits (370, 270). Residents often have trouble navigating from one lane to another, just to turn onto their street, because of reckless, speeding cars.

With the newly placed (and much appreciated) sidewalks that were put in throughout the neighborhoods, more and more residents are walking across Shady Grove Rd to get from one side of Briardale Rd to the other. Some of these residents have children or dogs or are young adults. Some are commuting to the metro or just out for a stroll to the local park. I worry regularly about the safety of people on foot crossing Shady Grove Rd, or even those standing waiting at the bus stop.

If there are more safety provisions on Shady Grove Rd, I believe residents and other drivers will feel safer, while those that are speeding (reckless drivers) will be held accountable.

I used to hate speed cameras but now having lived off Shady Grove Rd, I see the necessity for them as strictly a safety mechanism and would be very appreciative of them, or any other suggested safety provisions, in our neighborhood.

Thank you for your time and attention to this matter.

Sincerely,
Elizabeth Westin
Derwood, MD resident

Jason Spriggs - HB1173 2025 Support Testimony.pdf

Uploaded by: Jason Spriggs

Position: FAV

Jason Spriggs

7845 Briardale Ter, Derwood, MD 20855

TO: Delegate Marc Korman, Chair, and Members, Environment and Transportation Committee
Maryland General Assembly
Annapolis, MD

RE: **Support** for House Bill 1173 - Montgomery County – Speed Monitoring Systems –
High-Risk Highways

Date: 7 March 2025

Dear Del. Korman and Committee Members,

My name is Jason Spriggs, member of the Derwood Neighborhood Community Alliance (DNCA). I am writing to express my **support** for HB1173, which would authorize the implementation of automated traffic enforcement systems along various high-hazard corridors across Montgomery County, particularly along Shady Grove Road in my community of Derwood.

This legislation addresses an urgent public safety concern in our community. The current conditions along many of the county's Vision Zero problem routes have led to numerous serious traffic incidents and pedestrian accidents. The proposed implementation of traffic enforcement cameras, along with appropriate signage and public notification requirements, would serve as an effective deterrent to speeding and reckless driving, significantly reducing the risk of accidents and saving lives.

As a resident who lives directly adjacent to, and frequently travels along Shady Grove Road, I have personally witnessed many dangerous incidents between vehicles and pedestrians, some of which were fatal. The current enforcement methods have not been sufficient to address the increasing volume of traffic and speeding violations in our growing community. The current law's structure restrains our County Council and Departments from making necessary safety improvements to such corridors. The automated enforcement systems proposed in HB1173 would provide a more consistent and effective approach to speed enforcement. This would allow the county to improve safety through technology-based solutions rather than being limited to costly, large-scale road construction projects that may be less urgent or feasible in the grand scale of the county budget.

I strongly urge the committee to vote in favor of HB1173. These automated enforcement measures are a necessary investment in our community's safety and well-being.

Thank you for the opportunity to provide testimony on this important legislation.

Sincerely,
Jason Spriggs

Written testimony - Jonathan Lin.pdf

Uploaded by: Jonathan Lin

Position: FAV

Dear Members of the Committee,

I am writing to express my strong support for HB 1173. As a resident of Derwood, MD, I have personally witnessed excessive speeding, particularly on Shady Grove Rd. The intersection of Shady Grove Rd and my community is located on a downhill slope, which naturally causes drivers to increase their speed. There is a single-family house near this intersection, about 50 ft away from the road with trees and rocks sitting between the road and the house. One day on my way home, I saw a vehicle smashed into the house and the family of the house was standing outside the house and terrified. It is unimaginable how fast a car needs to be to go through rocks and trees to hit the house. Plus, there is a bus stop at the intersection, meaning that pedestrians are frequently present.

This bill has the potential to improve public safety by discouraging reckless driving and protecting pedestrians, homeowners, and other road users.

Sincerely,
Jonathan Lin

Testi.pdf

Uploaded by: Kavita Sehgal

Position: FAV

Written Testimony in Support of HB1173

To: Chair Delegate Marc Korman, Members of the Environment and Transportation Committee

From: Kavita Sehgal

Date: March 7, 2025

Subject: Testimony in Support of HB1173

Dear Chair Korman and Members of the Committee,

My name is Kavita Sehgal, and I am writing in strong support of HB1173, a bill that would allow for automated speed enforcement on high-risk roadways where speed limits exceed 35 mph. This legislation is a crucial step toward improving road safety in our communities, particularly in areas like the Shady Grove Road corridor.

As a resident of Montgomery County, I have witnessed firsthand the dangers posed by excessive speeding on roads like Shady Grove. Despite existing safety measures, reckless driving remains a persistent issue, endangering pedestrians, cyclists, and motorists alike.

Automated speed enforcement has been proven to reduce speeding violations and prevent accidents, making our streets safer for everyone.

Research has shown that speed cameras effectively deter speeding and reduce crash rates. In states where similar measures have been implemented, there has been a **significant decrease in traffic-related injuries and fatalities**. Implementing automated speed enforcement on designated high-risk roads would be a proactive and data-driven approach to saving lives.

I strongly urge the committee to support HB1173 and move it forward for approval. This legislation aligns with Montgomery County's Vision Zero goals and will play a vital role in protecting our residents. Thank you for your time and consideration.

Sincerely,
Kavita Sehgal

HB1173 Written Testimony PetrellesM.pdf

Uploaded by: Marea Petrelles

Position: FAV

House Bill 1173 – March 11, 2025

By: Montgomery County Delegation **Assigned to:** Environment and Transportation

Title: Montgomery County – Speed Monitoring Systems – High-Risk Highways MC 17-25

Submitted by: Ms. Marea Petrelles, Derwood, MD, Derwood Neighborhood Community Alliance

Dear Honorable Marc Korman and Committee members:

I support House Bill 1173.

Shady Grove Road is a very busy roadway in Montgomery County, Maryland. This roadway has experienced significant traffic issues and problems such as serious accidents resulting in injuries, and fatalities over the last few decades, both vehicle and pedestrian.

Shady Grove Road is designated as one of the High Injury Network (HIN) roadways in Montgomery County. I support the installation of Speed Monitoring Systems for Shady Grove Road and its corridor. This would be aligned with the County's Vision Zero Action Plan, which is to eliminate serious injury and fatal collisions for drivers, passengers, pedestrians, and bicyclists. Vision Zero (VZ) has plans to reach its goals with projects and activities to improve traffic safety by 2030. I see the implementation of Automated Traffic Enforcement via the Speed Monitoring Systems as critical to reaching VZ's goals and saving lives.

In the 1990s a neighbor woman was driving on Briardale Rd through to Shady Grove Rd, and her vehicle was struck by a speeding truck resulting in her death. I can still remember the sight of her car off in the ravine on the west side of Shady Grove Rd. It was an awful feeling to know what happened to her and I remember the car as a bright yellow Volkswagen. Since then, there has been countless vehicle accidents with serious injuries at multiple intersecting roads along Shady Grove Rd, including the Epsilon/Tupelo intersection less than a ¼ mile north from Briardale Rd. On a morning in November 2020 there was a pedestrian death at the intersection of Shady Grove Rd and Briardale Rd. The man was struck by a car as he was crossing Shady Grove Rd.

On a more personal note, as a former landlord, in 2011, one of my tenants and two of her three children were involved in an accident. They were making a left turn from Shady Grove Road onto Briardale Road when they were struck by a car traveling at high speed. The accident caused her car to be completely totaled; fortunately, she and her children sustained minor injuries. This was BEFORE a Left-turn signal at Briardale Rd for both directions north/south on Shady Grove Rd was installed.

Derwood, MD is home to a diverse community with families who live, work, and play in the neighborhood. It is a nice area surrounded by a dangerous road. Many of us walk, run, and bike, and often find ourselves crossing Shady Grove Rd at the intersection's crosswalk. I would really like more safety provisions for my neighbors. *I support HB1173 and hope it gains favorable support and passage.*

Thank you, Chair Korman and the committee, for your time and the opportunity to provide written testimony.

Sincerely,

Marea Petrelles
Derwood, MD resident

HB 1173_MTBMA_FAV.pdf

Uploaded by: Michael Sakata

Position: FAV



March 11th, 2025

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

RE: HB 1173 – FAVORABLE – Montgomery County – Speed Monitoring Systems – High-Risk Highways (MC 17-25)

Dear Chair Korman and Members of the Committees:

The Maryland Transportation Builders and Materials Association (“MTBMA”) has been and continues to serve as the voice for Maryland’s construction transportation industry since 1932. Our association is comprised of 200 members. MTBMA encourages, develops, and protects the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials. We proactively work with regulatory agencies and governing bodies to represent the interests of the transportation industry and advocate for adequate state and federal funding for Maryland’s multimodal transportation system.

House Bill 1173 authorizes the placement and use of speed monitoring systems on highways in Montgomery County that are high risk. Any revenues received shall be used to fund the study, design, and construction of safety-related projects in Montgomery County that have been identified in the Strategic Highway Safety Plan or Vision Zero Plan as roadways or intersections that are at high risk for motor vehicle crashes.

MTBMA overwhelmingly supports this legislation and appreciates the sponsor for its introduction. This bill directly aligns with the Administration’s introduction and the General Assembly’s passage of the Road Worker Protection Act last year which aimed to protect the most vulnerable on Maryland’s roads—our road workers. HB 1173 aims to create safer roads for Montgomery County residents by using the revenue from speed monitoring systems on the County’s most dangerous highways to improve them. Ultimately, this technology acts as a powerful deterrent, encouraging responsible driving and saving lives. By prioritizing safety through technology and reinvesting in our roads, we demonstrate a commitment to protecting our communities and making Maryland’s highways safer.

For the reasons stated, we respectfully ask for a **FAVORABLE** vote on HB 1173.

Thank you,

A handwritten signature in black ink, appearing to read "Michael Sakata", written over a white background.

Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association

Support of HB1173.pdf

Uploaded by: Nick Foley

Position: FAV

March 7, 2025

I am writing today in strong support of HB1173, a critical piece of legislation that would allow for the placement and use of speed monitoring systems on high-risk highways in Montgomery County. This bill is not about revenue generation; it is about public safety. The reality is that we are facing an escalating crisis on our roads, and action is long overdue.

I have been advocating for solutions to this issue since the fall of 2024. My neighbors in Mill Creek Towne and I have witnessed a noticeable increase in speeding and reckless driving along Shady Grove Road, as well as at the intersection of Shady Grove and Muncaster Mill Road and along Midcounty Highway. These are not just statistics on a traffic report. This is a very real and growing threat to the safety of our community.

Two devastating incidents on Shady Grove Road in recent months shook our neighborhood to its core. One involved a young woman who lost her life after crashing into a tree. Another incident saw a speeding car lose control and crash directly into a house. These tragedies are painful reminders that excessive speed and reckless driving have severe consequences. They are not mere accidents; they are preventable disasters.

Montgomery County recorded 45 traffic-related fatalities in 2024, which is a sharp increase well above the five-year average. How many more people need to be injured or killed before we take meaningful action? If we have the tools to prevent these crashes, we have a responsibility to use them.

To better understand how widespread this problem is, I conducted a poll of Derwood residents to gauge community concerns regarding excessive speeding, street racing, and noise disturbances from vehicles. The results were telling:

- 47% of respondents said the problem is increasing
- 30% believe it has stayed the same
- Only 3% feel the situation is improving
- 20% stated it is not an issue for them personally

This means that more than three-quarters of residents who have noticed a change feel the problem is getting worse or at best, staying the same. These concerns are not imagined. They are lived experiences from people who drive, walk, and bike on these roads daily.

The proposed speed cameras would not be installed indiscriminately. They would be placed in high-risk areas where data shows speeding and crashes are persistent issues. Additionally, the fines collected would not go into a general fund but would instead be reinvested into safety-related projects such as better signage, road design improvements, and traffic-calming measures to create long-term solutions.

Opponents of speed cameras often frame them as an inconvenience or a burden on drivers. But let's be clear. Obeying the speed limit is not a burden. It is a basic responsibility. If a simple mechanism like a speed camera can deter reckless driving and save lives, why wouldn't we use it?

HB1173 is a common-sense measure that will make Montgomery County's roads safer. I urge lawmakers to pass this bill and take decisive action to prevent further tragedies in our community. Our residents deserve to feel safe on our roads, not just in their vehicles but also as pedestrians, cyclists, and homeowners.

Let's act before we lose another life. Let's pass HB1173.

Nicholas K. Foley

Nicholas K. Foley
1812 Vinyard Lane
Rockville, MD 20855

MD General Assy- HB1173.pdf

Uploaded by: Paula Messenger

Position: FAV

HB1173: Montgomery County - Speed Monitoring Systems - High-Risk Highways MC 17-25
Position: Favorable

As a 35-year resident and homeowner in Derwood, and a member of the Derwood Neighborhood Community Alliance (DNCA), I support House Bill 1173 Montgomery County - Speed Monitoring Systems - High-Risk Highways MC 17-25.

While the posted speed limit on the residential sections of Shady Grove Road, between Midcounty Highway (M-83) and the I-370/Metro Access Road, was recently reduced from 45 to 40 mph, the target speed for that section of road is 30 mph. Reference: <https://mcatlas.org/mpoht/>
Despite the “limits” and “target”, vehicle speeds regularly exceed 70 mph and, current law does not allow for automated enforcement (a speed camera).

Many Derwood residents, who have, for decades, expressed our concerns about safety issues on Shady Grove Rd, are grateful that Montgomery County’s approach has changed from one of keeping traffic moving to one of recognizing that the incidence of roadway fatalities and serious injuries is unacceptably high and that changes are required to calm traffic and increase the safety of everyone. The DNCA believes that speed camera enforcement is an integral part of the success of this effort, and that it will support of the County PD’s efforts.

Specifically, please note that:

“Areas along [Shady Grove Rd] have been identified in the Montgomery County Vision Zero plan as dangerous with multiple collisions involving vehicles and pedestrians resulting in serious injury or death.”

Reference: <https://montgomerycountymd.gov/dot-dte/projects/ShadyGroveStudy/index.html>

Shady Grove Road, from the “Metro Access Road to Midcounty Highway [is] identified in the County’s Vision Zero High Injury Network (HIN)”, which “highlights the roads with the highest serious and fatal crash rates”

Reference: <https://montgomerycountymd.gov/dot-dte/projects/ShadyGroveStudy/index.html>

and

“Shady Grove Rd from Frederick Rd to Midcounty Hwy” is in the County’s Top 10 list of “County-maintained Priority Roads”.

Reference: <https://www.montgomerycountymd.gov/visionzero/Resources/Files/vz2030-plan.pdf>

The Shady Grove Rd intersections with Tupelo/Epsilon roads and Briardale Road are high incident areas.

Reference: <https://montgomerycountymd.gov/dot-dte/projects/ShadyGroveStudy/index.html>

Reference: <https://www.montgomerycountymd.gov/visionzero/Resources/Files/vz2030-plan.pdf>

As such, this portion of Shady Grove Rd is included in the County’s Vision Zero Plan with the “goal of ending serious injury and death on our roadways”; the “High Injury Network Projects”, which are a priority within the Plan are to “implement safety countermeasures on identified high-risk road segments and intersections”.

Reference:

https://www.montgomerycountymd.gov/visionzero/Resources/Files/FY24-25_Vision_Zero_Workplan.pdf

Additional reference:

<https://www.montgomerycountymd.gov/visionzero/Resources/Files/vz2030-plan.pdf>

The decision by the Committee must encompass and integrate with the County’s safety efforts and with its Vision Zero plan – “No traffic deaths by 2030”.

Please vote to move HB1173 forward.

HB1173_Support_03-11-2025_Roger Alexander_DNCA_R1.

Uploaded by: Roger Alexander

Position: FAV

HB1173 Montgomery County - Speed Monitoring Systems - High-Risk Highways MC 17-25

Testimony In Favor of HB1173, Montgomery County - Speed Monitoring Systems - High-Risk Highways MC 17-25

Environment and Transportation Committee

Hearing: March 11th, 2025.

Roger Alexander, PhD - on behalf of Derwood Neighborhood Community Alliance (DNCA)

Briardale Road

Derwood, MD 20855

Thank you for the opportunity to provide written testimony in **support of** HB1173 to Chairman Delegate Marc Korman and Members of the House Environment and Transportation Committee.

Background

My wife and I are Montgomery County residents and have lived at the intersection of Briardale and Shady Grove Road in Derwood, MD for the past 32 years. We have thus had firsthand experience of the effects of transportation and traffic implementation decisions made over the years affecting Shady Grove Road. We strongly advocate for monitoring systems to improve road safety by encouraging greater speed compliance on community roadways such as Shady Grove Road.

I am submitting written testimony on behalf of a group of County residents, the Derwood Neighborhood Community Alliance (DNCA), who are particularly concerned about traffic and safety on roads through the Derwood community. The DNCA is a subgroup of the Derwood Neighborhood residents, many with decades of residency, situated along the Shady Grove Road corridor from I-370 to Midcounty Highway (M-83) who have been working with Montgomery County Councilwoman Luedtke's Office, State Representatives Stewart, Crutchfield and Cullison, Senator Kramer, and the Montgomery County Department of Transportation, Vision Zero Planning, and Police Department, to address issues of traffic and safety.

DNCA Advocates in FAVOR of HB1173

Our Derwood residential community straddles Shady Grove Road between the I-370 Exit and Midcounty Highway - see Figure below taken from the Montgomery County Master Plan of Highways and Transitways, MPOHT interactive map. As documented in the Montgomery County Database (see Montgomery County's [Interactive Crash Map](#) for the Shady Grove Road-Briardale Road intersection), this particular stretch of Shady Grove Road and particularly at the Briardale Road and Tupelo/Epsilon Drive intersections, have had very high accident rates, including fatalities. Shady Grove Road has also been designated as part of the County's [High Injury Network](#) based on the high rate of accidents and road fatalities.

As a community we support the provisions of HB1173 that will allow automated speed monitoring systems to be deployed on higher-risk roadways even where the posted speed limit is above 35 mph. Because of the limited ability to modify the original Shady Grove Road design that runs through the

community, the ability to deploy automated, continuous compliance enforcement is seen as one critical tool to changing motorist behavior and reducing speed through the neighborhood. Speed monitoring systems together with other County and State Vision Zero measures will improve safety for vehicular and non-vehicular roadway users. We are therefore in favor of and strongly support HB1173 and look forward to its speedy passage and the future deployment in our Derwood neighborhood.

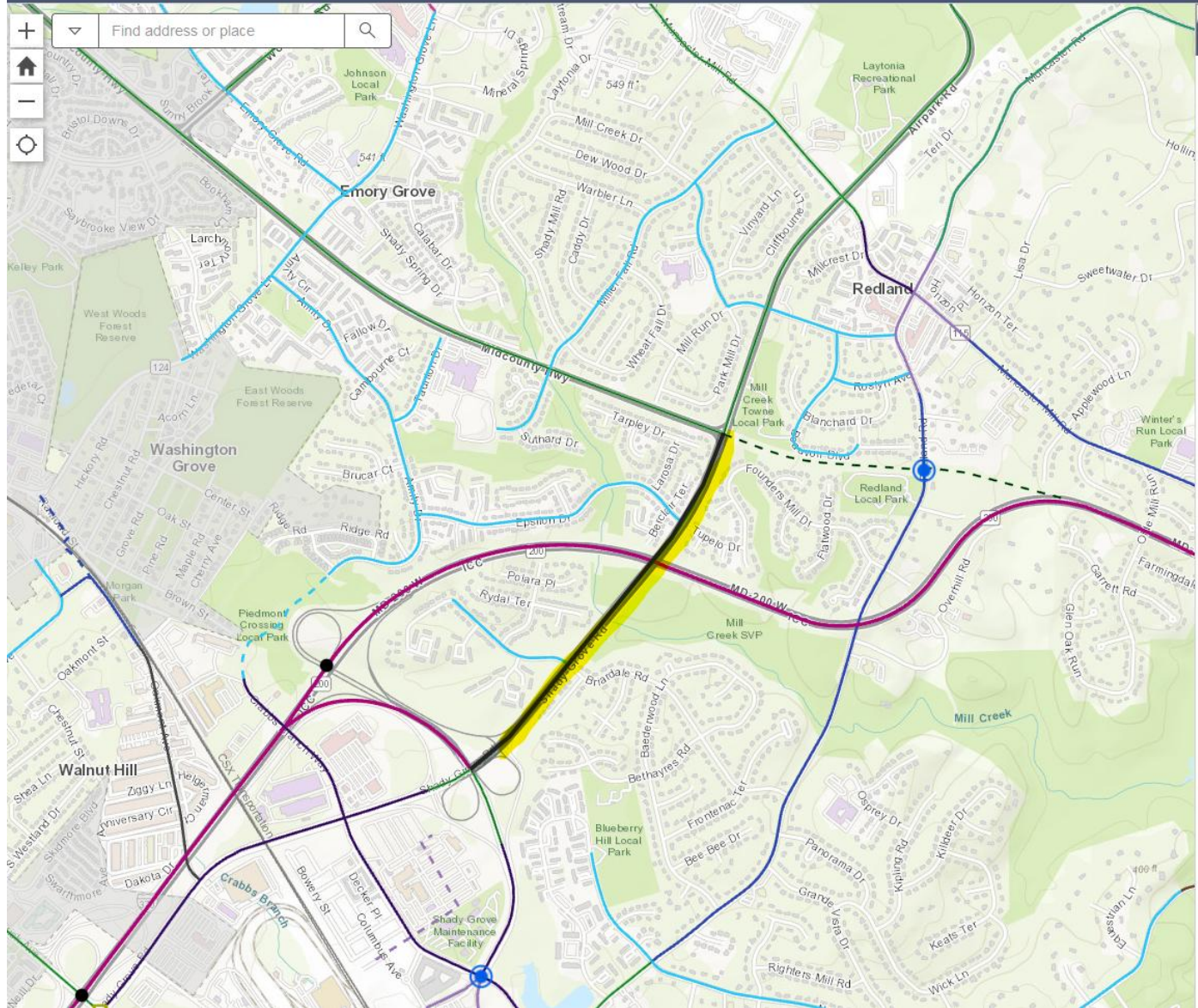
Through community advocacy to address the safety concerns, Montgomery County Department of Transportation (MCDOT) recently implemented a speed limit reduction to 40 mph along the neighborhood section of Shady Grove Road. This measure is expected to help improve road safety. However, during low traffic periods and late at night when there is minimal traffic volume on Shady Grove Road there is still a tendency for some drivers to 'drag-race' and to travel at speeds well in excess of 55 mph. While there has been occasional targeted enforcement by the County's Police Department to address the complaint, a more resource-efficient and effective, continuous speed monitoring presence, as would be facilitated by the passage of HB1173, is needed.

On behalf of the Derwood Neighborhood Community Alliance, I do respectfully implore the Committee to support the passage of HB1173 that will allow for more continuous speed compliance monitoring and make high-risk roadways in Montgomery County, such as Shady Grove Road, safer for all. Thank you.

Derwood Neighborhood Community Alliance (DNCA)

The DNCA is a subgroup of the Derwood Neighborhood residents, many with decades of residency, situated along the Shady Grove Road corridor from I-370 to Midcounty Highway (M-83) who have been working with Councilwoman Luedtke's Office, State Representatives and the Montgomery County Department of Transportation, Vision Zero Planning, and Police Department, to address issues of traffic and safety along the neighborhood roads.

Master Plan of Highways and Transitways



WELCOME INFO CLASSIFICATION

Shady Grove Rd

From Location: I-370
To Location: Mid County Hwy
Current Classification: Boulevard

Planned Lanes: 6
Designated Transit Lanes: 0
Traffic Lanes: 6

Transitway Type: n/a
Transitway Name: n/a
Right-of-Way (feet): 120
Master Planned Target Speed (mph): 30
Master Plan: Shady Grove Minor Amendment (2021)

Source: <https://www.mcatlas.org/mpoht/>

HB1173_Support_03-11-2025_Roger Alexander_DNCA_R1.

Uploaded by: Roger Alexander

Position: FAV

HB1173 Montgomery County - Speed Monitoring Systems - High-Risk Highways MC 17-25

Testimony In Favor of HB1173, Montgomery County - Speed Monitoring Systems - High-Risk Highways MC 17-25

Environment and Transportation Committee

Hearing: March 11th, 2025.

Roger Alexander, PhD - on behalf of Derwood Neighborhood Community Alliance (DNCA)

Briardale Road

Derwood, MD 20855

Thank you for the opportunity to provide written testimony in **support of** HB1173 to Chairman Delegate Marc Korman and Members of the House Environment and Transportation Committee.

Background

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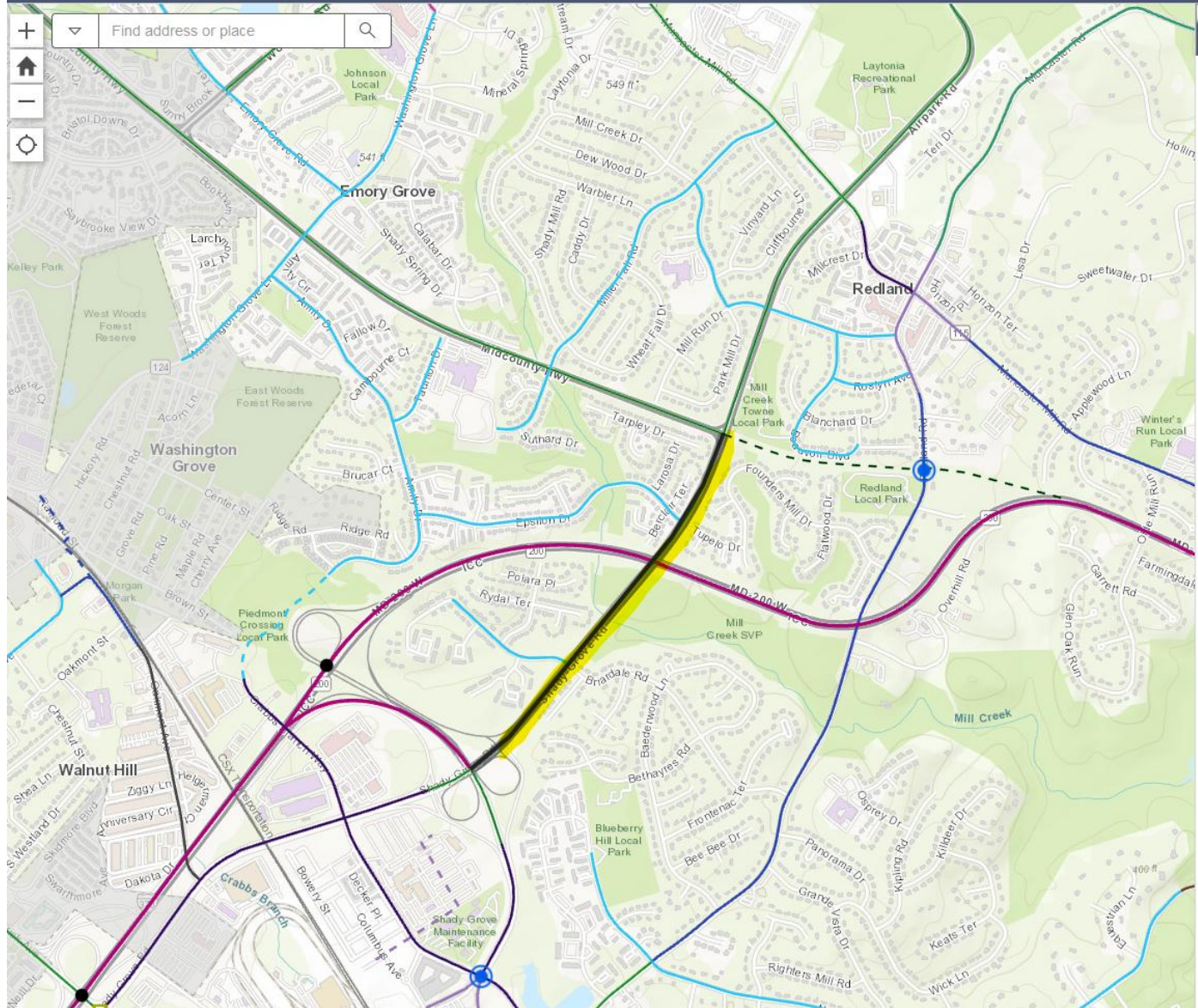
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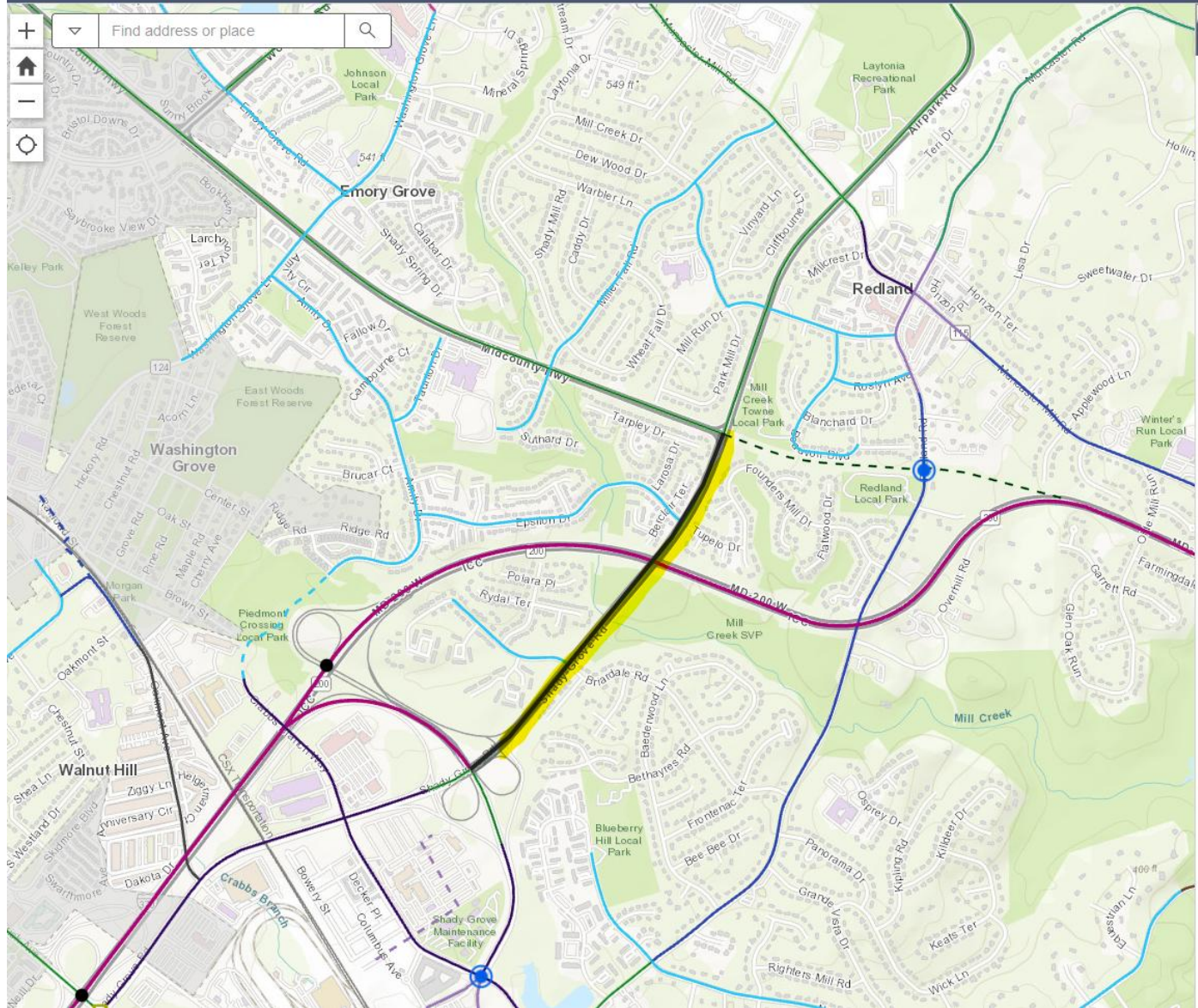
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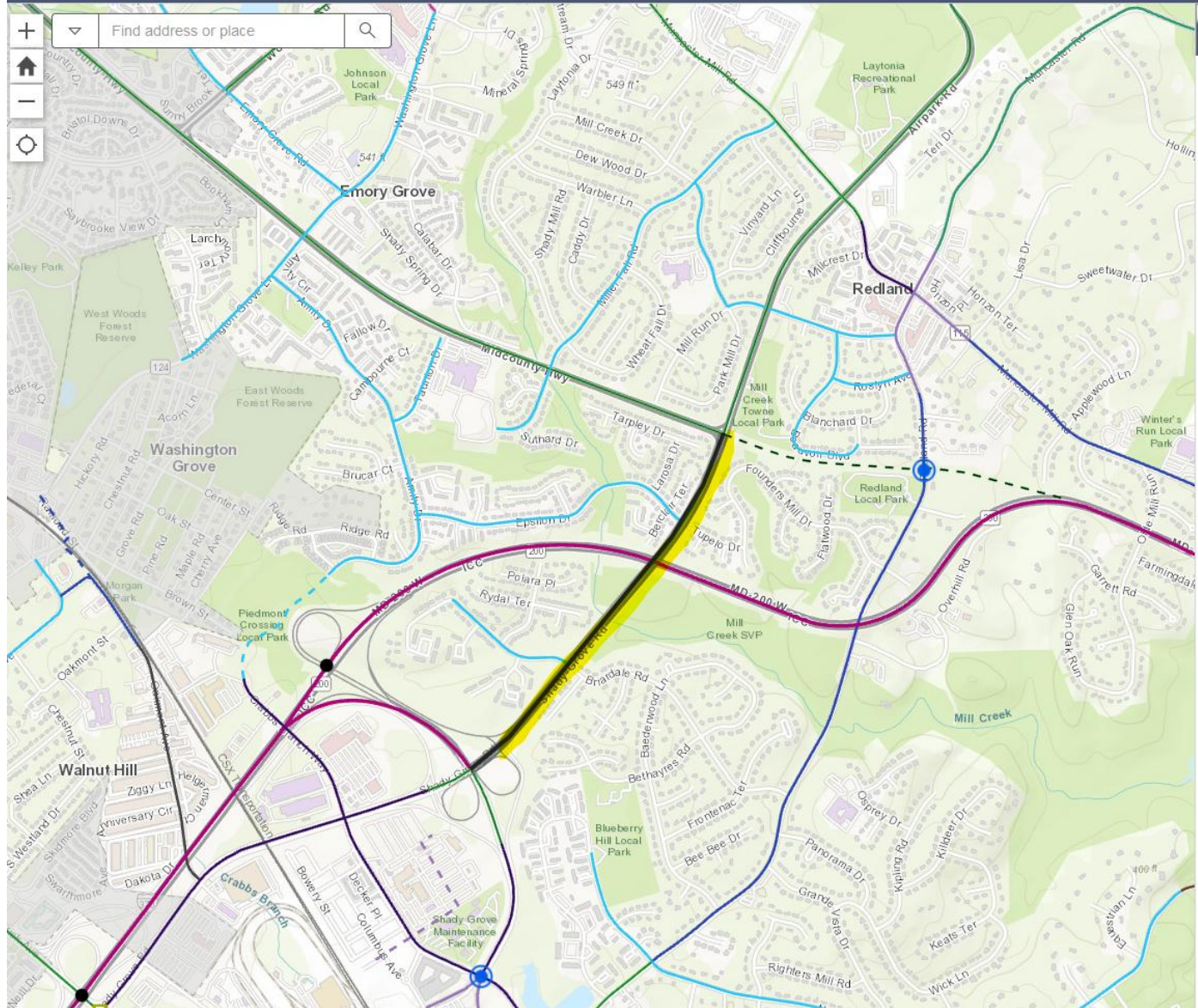
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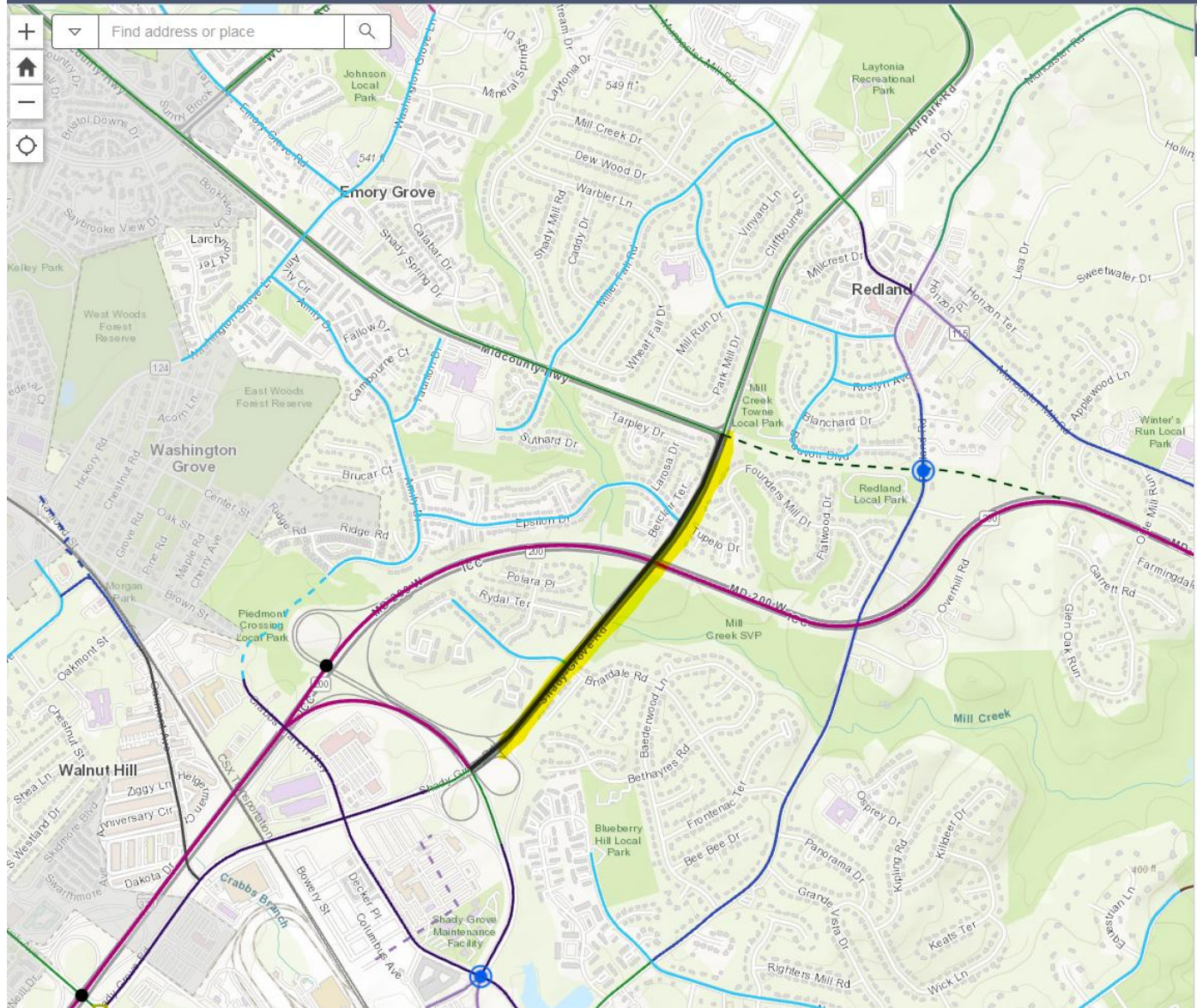
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Uploaded by: Stephanie Ortiz

Position: FAV

I am in favor of providing speed cameras on Shady Grove Road in order to prevent excessive speeding violations, and traffic accidents. Please implement these cameras ASAP!
Stephanie Ortiz

Untitled document.pdf

Uploaded by: Stephanie Ortiz

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HB 1173_MAA_FAV.pdf

Uploaded by: Tim Smith

Position: FAV

CHAIRMAN:
David Slaughter
VICE CHAIRMAN
Paul Bramble

MARYLAND ASPHALT ASSOCIATION



TREASURER:
Curtis Hall
SECRETARY:
Nathan Scrivener
PRESIDENT:
Tim Smith

March 11th, 2025

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

RE: HB 1173 – FAVORABLE – Montgomery County – Speed Monitoring Systems – High-Risk Highways (MC 17-25)

Dear Chair Korman and Members of the Committees:

The Maryland Asphalt Association (MAA) represents approximately 120 members, including 20 material producers and 100 contractors, engineering firms, and associate members, supporting a 7,000-person workforce. MAA actively collaborates with regulatory agencies to advocate for the asphalt industry, ensuring fair regulations at both the state and federal levels. Additionally, we support adequate funding for Maryland's multimodal transportation system.

House Bill 1173 authorizes the placement and use of speed monitoring systems on highways in Montgomery County that are high risk. Any revenues received shall be used to fund the study, design, and construction of safety-related projects in Montgomery County that have been identified in the Strategic Highway Safety Plan or Vision Zero Plan as roadways or intersections that are at high risk for motor vehicle crashes.

MAA overwhelmingly supports this legislation and appreciates the sponsor for its introduction. This bill directly aligns with the Administration's introduction and the General Assembly's passage of the Road Worker Protection Act last year which aimed to protect the most vulnerable on Maryland's roads—our road workers. HB 1173 aims to create safer roads for Montgomery County residents by using the revenue from speed monitoring systems on the County's most dangerous highways to improve them. Ultimately, this technology acts as a powerful deterrent, encouraging responsible driving and saving lives. By prioritizing safety through technology and reinvesting in our roads, we demonstrate a commitment to protecting our communities and making Maryland's highways safer.

For the reasons stated, we respectfully ask for a **FAVORABLE** vote on HB 1173.

Sincerely,

A handwritten signature in black ink that reads "Tim Smith".

Tim Smith, P.E.
President
Maryland Asphalt Association

HB 1173 - MoCo_Morningstar_FWA (GA 25).pdf

Uploaded by: Sara Morningstar

Position: FWA



Montgomery County

Office of Intergovernmental Relations

ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

HB 1173

DATE: March 11, 2025

SPONSOR: Montgomery County Delegation

ASSIGNED TO: Environment and Transportation

CONTACT PERSON: Sara Morningstar (Sara.Morningstar@montgomerycountymd.gov)

POSITION: Support with Amendment

Montgomery County – Speed Monitoring Systems – High-Risk Highways MC 17-25

House Bill 1173 authorizes Montgomery County to locate speed cameras on municipal, County, and State roadways that have been identified in the County's most recent Local Strategic Highway Safety Plan or Vision Zero Plan as roads that are at high risk for vehicle crashes resulting in bodily injuries or death. The County is required to direct speed camera revenues from those roadways toward funding study, design, and construction of safety-related projects. Additionally, the County must evaluate on or before October 1, 2030, and every five years thereafter, the effectiveness of new cameras under the new high injury network clause. An amendment was adopted by the Montgomery County Senate Delegation to explicitly state that speed camera revenues from programs operated by municipalities shall remain with the municipalities to be spent on the same study, design, and construction of safety-related projects as those required by the County. Montgomery County supports the bill, as amended.

Montgomery County's Vision Zero 2030 Action Plan reports that three percent of the roads in the County account for 41 percent of serious and fatal crashes. Many of these roadways are currently ineligible for automated speed enforcement due to State law prohibiting speed cameras in commercial zones or on roads with posted speed limits above 35 miles per hour. These roads include dangerous stretches of Frederick Road, Viers Mill Road, Randolph Road, and Shady Grove Road. Allowing automated speed enforcement on roadways that have been designated as being at high risk for vehicle crashes resulting in bodily injuries or death will have a significant impact on roadway safety.

Montgomery County respectfully requests that the Environment and Transportation Committee adopt a favorable report on House Bill 1173 as amended by the Montgomery County Senate Delegation.

2025-03-11_VZC_Testimony_HB1173_w_Attachments.pdf

Uploaded by: Wade Holland

Position: FWA

Bill: HB 1173 - Montgomery County - Speed Monitoring Systems - High-Risk Highways MC 17-25

Testimony Date: March 11, 2025

Committee: Environment and Transportation

Speaker: Wade Holland, Montgomery County Government, Vision Zero Initiative

Position: Favorable with Amendments

Good afternoon Chair Korman and members of the Environment and Transportation Committee,

My name is Wade Holland and I am the Vision Zero Coordinator for Montgomery County.

I want to thank Delegate Solmon and the entire Montgomery County Delegation for sponsoring this Vision Zero priority bill for a second year in a row to authorize Montgomery County and its municipalities to utilize automated speed enforcement on identified dangerous corridors. Last year, this Committee provided a favorable report for this bill, and I am requesting the committee provide a favorable report again this year with a technical amendment to clarify funding for municipal automated enforcement programs.

As part of our shared Vision Zero goal, the County and State have identified high risk crash corridors that are in need of safety interventions. In Montgomery County, these corridors are only 3% of the road network, but accounted for 41% of serious and fatal crashes. Many of these corridors are currently ineligible for automated speed enforcement due to State law not allowing automated speed enforcement in commercial areas or on residential roadways with posted speed limits above 35 MPH.

It is important to note this is enabling legislation and municipalities and the County can only install automated speed enforcement on corridors in their publicly available safety plans and must follow all the existing study, signage, and public notification requirements that exist for school and residential zones. The cameras only go in if they are going to solve a speeding problem and under this bill must be evaluated every 5 years in line with our overall evaluation of the high injury network.

We know automated speed enforcement lowers speeds, lowers crashes, and saves lives. I ask for the committee to do its part in advancing our shared Vision Zero goal and provide a favorable with amendment report for HB 1173.

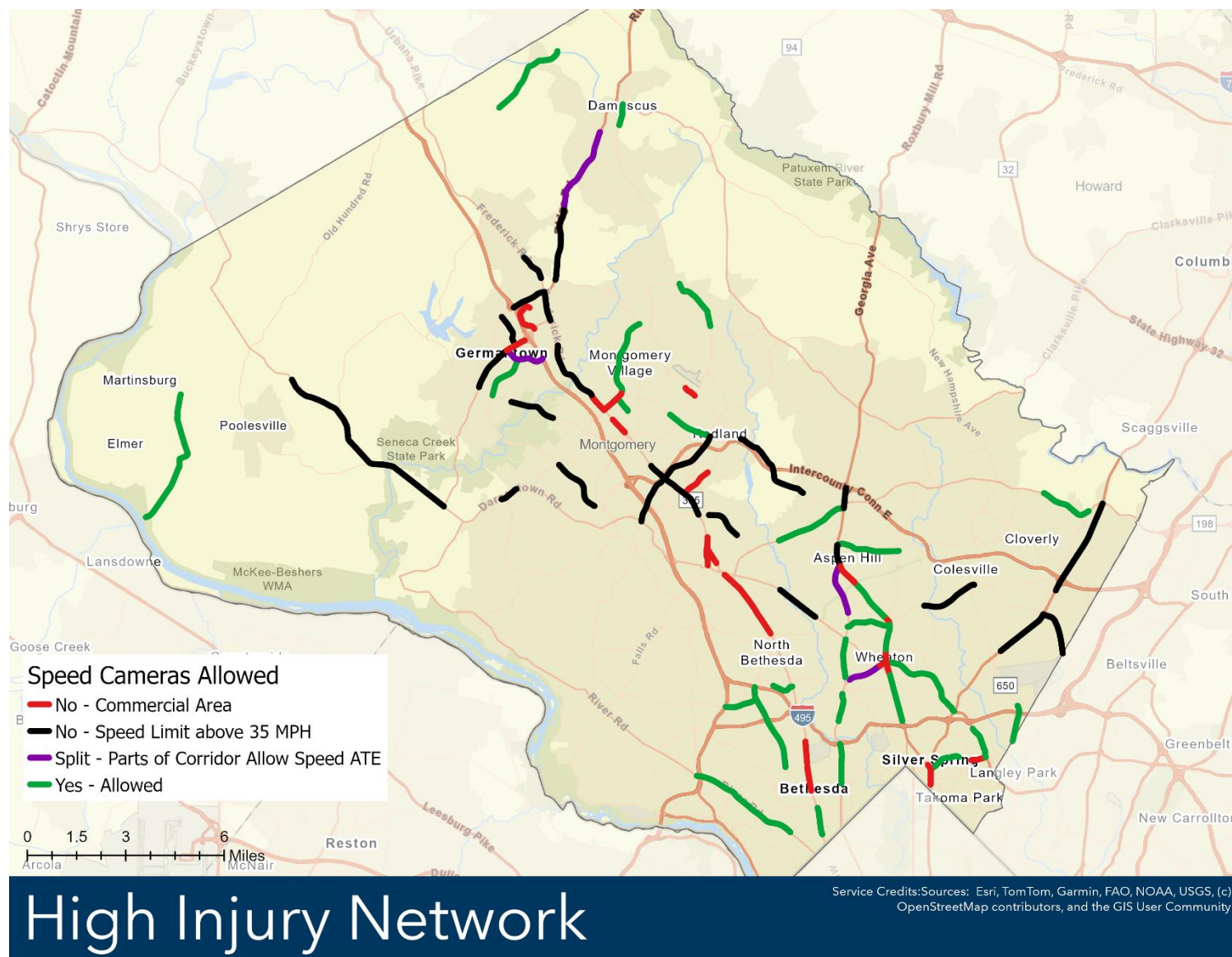


Figure 1 - Map of high injury network (HIN) corridors in the Montgomery County Vision Zero 2030 Action Plan and eligibility for automated speed enforcement.

Case Study A.4. Automated Speed Enforcement—Montgomery County, Maryland, USA

Key Successes

The effects of the automated speed enforcement in Montgomery County, Maryland, resulted in the following outcomes:

- A 100 percent reduction in mean speeds due to the speed cameras.
- A 62 percent reduction in the likelihood that a vehicle was traveling more than 10 mph above the speed limit at camera sites.
- A 19 percent reduction in the likelihood that a crash resulted in fatality or serious injury due to speed cameras alone. Along the speed camera corridors (cameras were periodically moved along the length of a roadway segment), speed cameras were associated with an additional 30 percent reduction in the likelihood that a crash resulted in a fatality or serious injury.

The Safe System Approach Highlights

- **Death/serious injury is unacceptable:** Montgomery County adopted Vision Zero in 2016.
- **Humans make mistakes/humans are vulnerable:** The county's automated speed enforcement program focuses on vehicular speed reduction, which can lead to reduced crash severity, especially for vulnerable road users.

Background

Montgomery County is the most populous county in the State of Maryland, with a population of approximately 1 million. The County has multiple programs aimed at lowering operating speeds to match the roadway and land use context, including their Safe Speed Program (automated speed enforcement). Placement of automated traffic cameras are legislated under Maryland Traffic Article 21-809.¹ Automated speed enforcement in Montgomery County was implemented in 2007. In 2009, the State speed camera law increased the enforcement threshold from 11 to 12 mph over the speed limit and restricted school zone enforcement hours. In 2012, Montgomery County began using a corridor approach, in which cameras were periodically moved along the length of a roadway segment.

Implementation

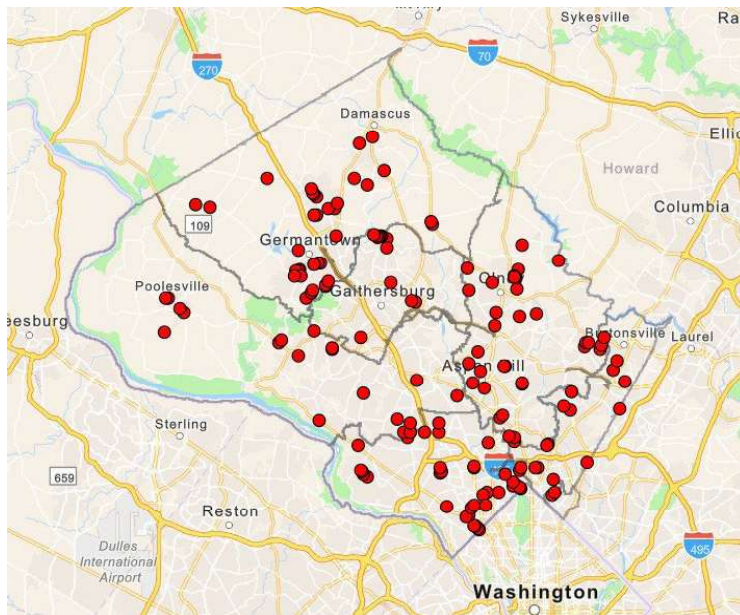
The county introduced automated speed enforcement in 2007, and early research found that more than 60 percent of residents supported the program after it started.² In Montgomery County, local law enforcement can place speed cameras on a residential road with a speed limit of 35 mph or less or within a designated school zone.

¹ Montgomery County. (2022). "Speed Camera Placement." Retrieved from <https://www.montgomerycountymd.gov/pol/howdoI/request-speed-camera.html>.

² Insurance Institute for Highway Safety. (2008). *Evaluation of Automated Speed Enforcement in Montgomery County, Maryland*. Retrieved from https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa1304/resources/Evaluation%20of%20ASE%20in%20Montgomery%20County,%20MD.pdf.

The process for placing and evaluating speed cameras in Montgomery County uses a data-driven approach. The process for installing speed cameras in the county follows the following steps:

1. **Identify camera location:** The request to initiate evaluation for speed camera installation can be made by residents, homeowners associations, police officers, government officials, and police department traffic division personnel. Potential camera locations can also be identified based on crash data, site surveys, pedestrian activity, community and environmental concerns, and points of interest in the area.
2. **Data collection:** Vehicular speeds are collected along stretches of the roadway with speeding concerns.
3. **Data analysis:** Data is analyzed and reviewed by automated traffic enforcement unit personnel, the safe speed program manager, and the director of the police department's traffic division.
4. **Field observations:** After a potential location for camera installation is identified, a field visit is conducted to evaluate the following site characteristics: location (residential, school zone, or commercial), roadway grade, presence of speed limit signs, crash frequency, traffic volumes, environmental factors (areas where the equipment can be safely set up, operated, and maintained), pedestrian proximity to a potential speed enforcement location (existence of schools, bus stops, playgrounds, pools, sidewalks, retirement facilities, crosswalks, and other pedestrian generators).
5. **Final approval:** The director of the traffic division has final approval. Once final approval is given, the site must be advertised in a newspaper of general circulation prior to conducting enforcement.



Source: Montgomery County.

Figure 9. Montgomery County safe-speed camera locations (outside of Speed Camera Corridors).

As of 2019, there were 152 speed cameras (**Figure 9**) in Montgomery County.³ The county constantly evaluates driver behavior near the speed camera locations. With the increased driver familiarity with camera locations, Montgomery County noticed that drivers generally slowed down when approaching a known speed camera and accelerated once they had passed it. To mitigate this driver behavior, the Montgomery County Police Department initiated a corridor approach in 2012, which allows for the placement of cameras anywhere within a designated speed camera corridor.⁴ The cameras along the speed camera corridor change locations regularly. The county adopted the speed camera corridor approach to have drivers reduce speeds on an entire stretch of road rather than just where they know the cameras are located.

Outcomes

A study conducted in 2016 evaluated the effects of automated speed enforcement in Montgomery County on vehicle speeds, public opinion, and crashes.⁵ The study found that speed cameras were associated with a 10 percent reduction in mean speeds. The study also found a 62 percent reduction in the likelihood that a vehicle was traveling more than 10 mph above the speed limit at camera sites.

Further, the overall effect of the camera program in its modified form was a 39 percent reduction in the likelihood that a crash would result in an incapacitating or fatal injury. Speed cameras alone were associated with a 19 percent reduction in the likelihood that a crash would result in fatality or serious injury. At the speed camera corridors, where cameras would be moved so that people did not slow for only one location, speed cameras were associated with an additional 30 percent reduction in the likelihood that a crash resulted in a fatality or serious injury.

Additional Information

Montgomery County adopted Vision Zero in 2016 with the goal of eliminating fatal and serious injuries on county roads by 2030. Under the Vision Zero 2030 Action Plan, work plans are updated every even year to make continual progress on all action items. The 2022-2023 Vision Zero work plan includes the following safe speeds action items: examine speed limit on all projects, speed management policy, and enforcement of speed limits.⁶ For further information regarding speed enforcement in Montgomery County, contact Captain Jim Brown, Montgomery County Traffic division director, at POLTrafficDivisionDirector@montgomerycountymd.gov.

³ Montgomery County. (2019). Safe Speed Camera Locations. Retrieved from <https://www.montgomerycountymd.gov/pol/howdoi/speed-camera-locations.html>.

⁴ Montgomery County. (2022). Speed Camera Corridor Camera Locations. Retrieved from <https://www.montgomerycountymd.gov/pol/Resources/Files/speed-camera/SpeedCameraLocations2020.pdf>.

⁵ Hu W, McCart AT. (2016). "Effects of Automated Speed Enforcement in Montgomery County, Maryland, on Vehicle Speeds, Public Opinion, and Crashes," *Traffic Injury Prevention* 17(1):53–8. <https://doi.org/10.1080/15389588.2016.1189076>.

⁶ Montgomery County. (2022). *Vision Zero: Fiscal Years 2022-23 Work Plan*. Retrieved from https://www.montgomerycountymd.gov/visionzero/Resources/Files/FY22-23_Vision_Zero_Workplan.pdf.

HB1173 - SHA - LOI – Montgomery County – Speed Mon

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Position: INFO

March 11, 2025

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

RE: Letter of Information – House Bill 1173 – Montgomery County – Speed Monitoring Systems – High Risk Highways (MC 17-25)

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 1173 and offers the following information for the Committee’s consideration.

As written, HB 1173 would authorize placement and use of speed monitoring systems on highways in Montgomery County that are at high risk for motor vehicle crashes that result in serious bodily injury or death, subject to certain exceptions.¹ Montgomery County, or a municipality in Montgomery County, must evaluate the speed monitoring systems in accordance with the provisions of the bill on or before October 1, 2030, and every 5 years thereafter. Finally, HB 1173 requires the county to use speed monitoring system funds, after recovering the costs of implementing and administering the systems, for the study, design, and construction of safety projects on roadways or intersections in Montgomery County identified in a municipality, county or State’s Strategic Highway Safety Plan or Vision Zero Plan as being at high risk for motor vehicle crashes that result in serious bodily injury or death.

MDOT appreciates Montgomery County’s demonstrated leadership on safety through their published safety plans and encourages all Counties and municipalities to develop similar safety plans for their jurisdictions. Like Montgomery County, MDOT is committed to improving safety on Maryland’s roadways, including through the effective deployment of automated speed enforcement systems along vulnerable road user corridors and intersections. The State Highway Administration (SHA) acknowledges that any funding Montgomery County collects from speeding violations is for county use on roads covered in this bill. Further, the SHA understands the county would be responsible for installing and monitoring locations and time frames where speed cameras are deployed.

The SHA believes the proposed language could be further improved by clarifying the intent in the body of the bill. Specifically, the SHA requests that additional language be added to clarify that (1) the authority to approve cameras on State routes shall remain with SHA; (2) SHA would

¹ Despite the general authority created in the bill, HB 1173 explicitly prohibits Montgomery County or a municipal government in Montgomery County from placing or using speed monitoring systems on a controlled access highway, an expressway, or an interstate highway in the County.

The Honorable Marc Korman
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recover costs from the County or agency for work to review, approve, and permit any system; and (3) HB 1173 does not authorize the County or municipality to circumvent the processes required in State law for the Consolidated Transportation Program prioritization of projects on State routes.²

SHA supports the goal of directing fines to public safety enhancements to address public safety needs on the roads where the violations occurred. Practically, funds collected on State roads should be retained by or directed to the State Highway Administration to improve safety on the State road in need of safety measures. This will ensure a unified response where both State and local roads are improved to ensure the safety of Marylanders within the county, whatever mode their transportation takes.

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating House Bill 1173.

Respectfully Submitted,

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

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

² Regarding Item 3, additional language clarifying that the County may elect to use violation funds to provide the financial match to support MDOT-approved public safety purposes, including pedestrian or highway safety projects on State routes, may be of benefit in addition to the prohibition.