

# **Stein ENT Testimony HB 978.pdf**

Uploaded by: Dana Stein

Position: FAV

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Baltimore County

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SPEAKER PRO TEM  
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Environment and Transportation  
Committee

*Subcommittees*

Chair, Environment

Natural Resources,  
Agriculture and Open Space



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*The Maryland House of Delegates*  
ANNAPOLIS, MARYLAND 21401

**Delegate Dana Stein Testimony in Support of HB 978 – Baltimore County –  
Speed Monitoring Systems – Interstate 695 and Interstate 83**

Several years ago, the General Assembly authorized speed cameras along the Jones Fall Expressway in Baltimore City. Those cameras have been very successful, causing drivers to slow down, and as a result, the JFX is now a much safer road to drive.

This bill would similarly authorize speed cameras around the Baltimore Beltway in Baltimore County and along Interstate 83 between the Beltway and the Pennsylvania Line. The cameras would be at locations identified by SHA as being at high risk for motor vehicle crashes that result in serious bodily injury or death. As can be seen in the attached graphic (MDOT's graphic showing speed related crashes), there are several areas on both highways where speeding has become hazardous.

Fines would be issued to drivers exceeding 12 mph above the posted speed limit. SHA can use camera revenue to recover its program administration costs, as well as for roadway and safety improvements on 695 and 83. Cameras may not be placed within five miles of each other in the same direction.

To give notice to drivers, the bill requires signs that a speed camera is present, and it also requires digital signs showing travel speeds.

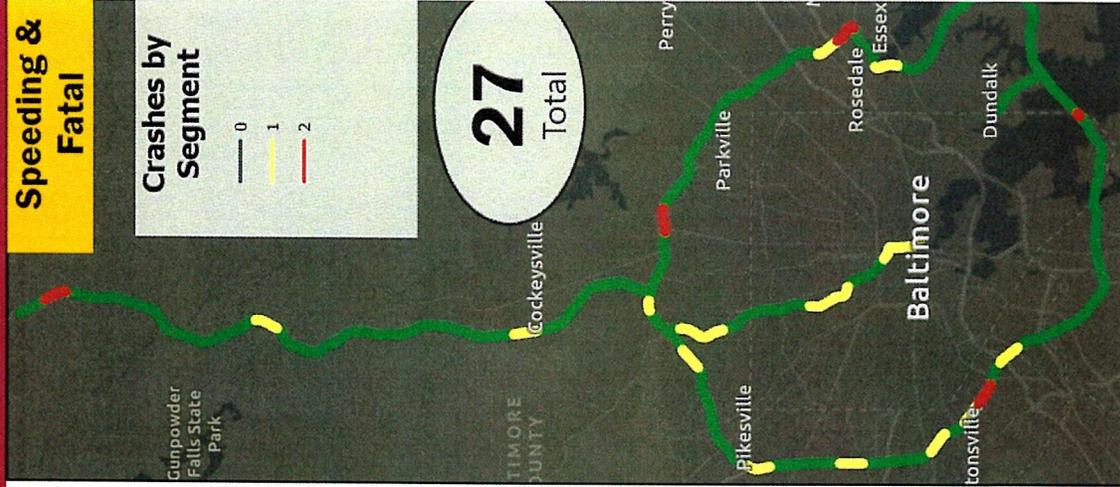
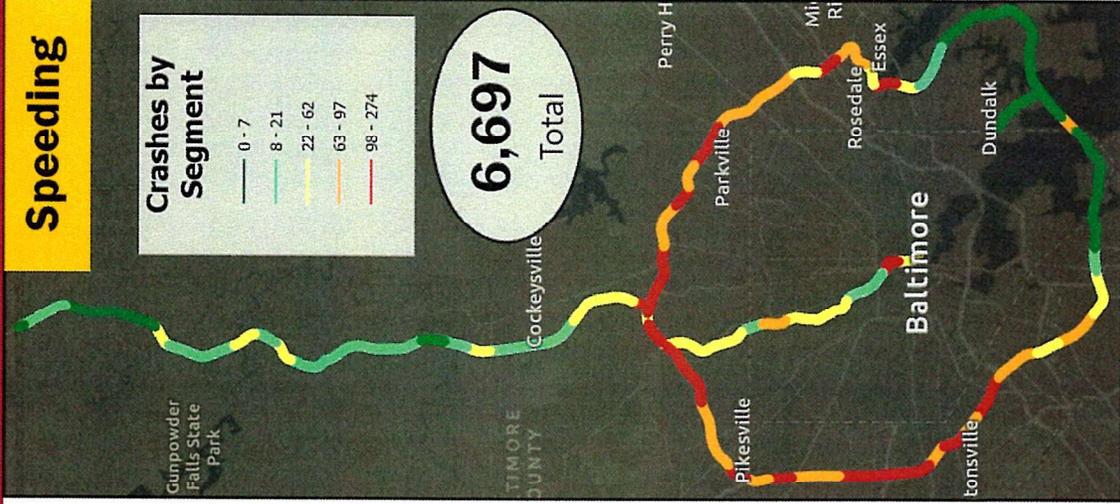
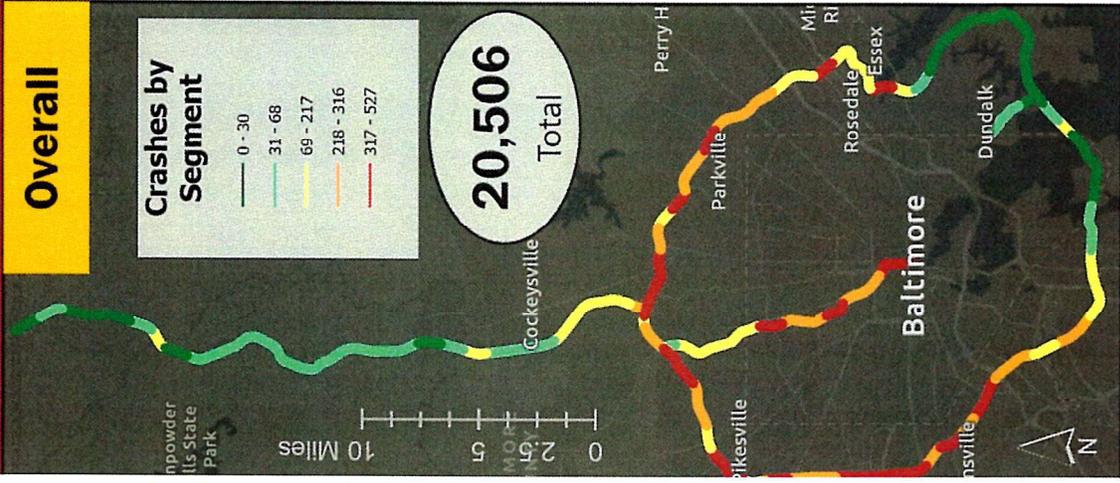
Up to four cameras can be placed on the Beltway in each direction; up to three cameras can be placed on I-83 in each direction.

As approved by the County delegation, there is no longer a requirement that cameras be operated by speed monitoring system operators.

The bill sunsets at the end of June 2030.

Driving on any highway, including the Beltway and I-83, has become unsafe: aggressive driving, speeding, distracted driving—especially cell phone use—have all made getting to and from work, running errands, and visiting family and friends a dangerous undertaking. As has been demonstrated by the JFX cameras, speed cameras work – they reduce speeding and the risk to all of us.

# I-695 & I-83 Crash Reports (2018-2024)



Point Query: "ID\_PREFIX = 'IS' AND ID\_RTE\_NO = 695) OR (ID\_RTE\_NO = 83))"

Point Query: Points selected if within 100ft of selected road

SOURCE: State Highway Administration, MDSP Tableau, Washington College GIP, ESRI

DATE CREATED: January 2025



Maryland Highway Safety Office



Washington College

Geospatial Innovation Program *connecting the dots*

# **MyMGA written response.pdf**

Uploaded by: Deserie Mowlds

Position: UNF

Greetings,

I am against this bill. If this bill passes, I will have to make it a priority to not vote in a democrat on the next election.

How sad that the government is doing its best to be irresponsible with taxpayers dollars, health and welfare. Nauseating to consider how they are putting children in danger. Disgusting to see all the additional fees, taxes and tolls that Maryland is considering verses balancing the budget with less spending and not allowing the teachers union to run our government.

As a retiree, I am considering moving from Maryland due to the poor leadership of our State legislators.

Please pay attention to what the people want.

Deserie Mowlds

# **HB0978 - SHA - LOI - Baltimore County - Speed Moni**

Uploaded by: Patricia Westervelt

Position: INFO

March 20, 2025

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

***RE: Letter of Information – House Bill 978 – Baltimore County – Speed Monitoring Systems  
- Interstate 695 and Interstate 83***

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 978 and offers the following information for the Committee’s consideration.

HB 978 authorizes the State Highway Administration (SHA) to place and use speed monitoring systems on I-695 and I-83 in Baltimore County and provides for the operation of these systems. Fines collected from violations must be used to cover the cost of roadway and safety improvements on I-695 and I-83 in Baltimore County.

SHA appreciates efforts to improve highway safety in Baltimore County and agrees that automated speed enforcement can be an effective tool for this. The bill language is modeled after the work zone safety control program authorized under Article – Transportation, §21-810, with applicable changes. Unlike other local speed monitoring programs, this bill requires a different level of involvement from SHA and would create two different standards of speed monitoring programs within the Administration.

SHA understand that the delegation plans to offer several amendments to HB 978, for the Committee’s consideration. Some of these amendments aid SHA in operation of this new program. However, there are several operational items in the amended bill that the Committee should consider:

- It should be noted that the Maryland Department of State Police (MSP) does not currently mail citations or warnings as required by the bill. Historically, that function has been done by an SHA contractor.
- As written, the bill limits operations to no more than four cameras in each direction for I-695 and no more than three cameras in each direction on I-83 in Baltimore County. SHA respectfully believes that the number of cameras in use should be determined by SHA based on safety data and operational conditions along the subject state roadways.

- SHA notes the addition of language prohibiting the placement of speed monitoring cameras within 5 miles of each other, for cameras operating in the same direction. This language may inhibit SHA from placing cameras in areas where they are needed most. Further, it is unclear how this prohibition will operate if work zone cameras are in use within 5 miles of a camera proposed under HB 978. If read to limit the placement of work zone cameras or to require that cameras authorized under this bill be pulled offline in the event a work zone is established within 5 miles of these cameras, the language may compromise overall safety within the corridor. If such a prohibition is to be included, the Committee may wish to clarify that the prohibition is applicable only to the placement of cameras authorized under HB 978.
- For the operation of the Safe Zones program, SHA does not currently have signage indicating that speed monitoring systems are in use. SHA believes this requirement in the bill will add to the operational costs and complexity of this program.<sup>1</sup> General photo enforcement signing is normally required, but upkeep of changeable signage adds complexity to the program administration.

The Maryland Department of Transportation values our partnership with the Maryland General Assembly to provide safe roads for everyone. The State Highway Administration appreciates the bill sponsor's commitment to safety and is currently working with them on amendments to resolve operational challenges with the provisions in this bill. The Administration believes the language in House Bill 978 and the proposed program should be modeled after other successful County speed monitoring system programs in our State, with the State Highway Administration administering the speed monitoring system to achieve the desired outcome and most effective safety results. The Maryland Department of Transportation respectfully requests that the Committee consider this information when deliberating House Bill 978 and the Delegation amendments.

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

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<sup>1</sup> See from page 4, line 26 to page 5, line 2. SHA estimates the fiscal impact of additional signage upgrade to be approximately \$50,000.