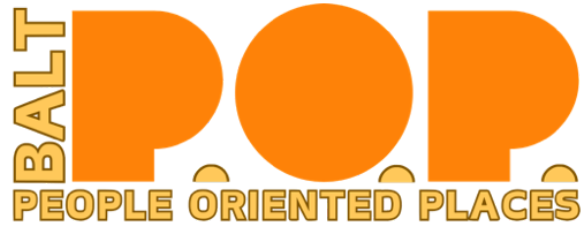


Bill: SB0402

Bill Title: Baltimore City - Speed Monitoring Systems - Maximum Penalty Increase

Position: **Informational Only**



Members of the Senate Judicial Proceedings Committee,

We are a group which advocates for a built environment which is safe and convenient for all people, whether they are moving through that environment on foot, on a bicycle, in a wheelchair, via public transit, or in an automobile. While we are generally supportive of SB0402, by itself, **we would prefer to see SB0118 enacted into law.**

We submitted written testimony in support of SB0118 and we stand behind that testimony. This bill (SB0402) will allow Baltimore City to raise the minimum penalty that may be exacted for excessive speed. When simply considering inflation, raising the maximum from the \$40 penalty amount makes sense. But, we prefer the escalating penalty structure called for by SB0118, as it highlights the escalating danger to others posed by escalating vehicle speeds.

In our testimony for SB0118, we stated that **we'd like to see the penalty amounts at the first two tiers significantly raised.** This is because **the chances of a pedestrian dying when being struck by a vehicle traveling at 42 mph is 50/50.** We believe that the \$40 bottom tier penalty amount called for in that bill is too low, and we similarly believe that the \$60 base penalty amount called for in this bill is too low.

In 2024, the following escalating penalty structure was implemented in Maryland for speeding violations captured by work zone speed cameras - when workers are present:

- 12 - 15 MPH, inclusive - \$120
- 16 - 19 MPH, inclusive - \$160
- 20 - 29 MPH, inclusive - \$280
- 30 - 39 MPH, inclusive - \$540
- 40 or more MPH - \$1,000

These are the amounts more akin to what we would like to see instituted for **all** speed monitoring systems in Maryland.

Maryland is struggling to make any progress with its Vision Zero initiatives. If we can take bold steps to protect our roadway workers (who benefit from the presence of concrete jersey barriers and other protective measures), we should take the same bold steps to protect our completely exposed and vulnerable road users (i.e., pedestrians and bicyclists).

The reasoning goes beyond simple punishment. Doing so better reflects the true externalized risks speeding vehicles pose to the vulnerable road users around them, even at the lowest speeds.

We hope the committee finds these points helpful and convincing and we urge its members to pass on this bill (SB0402) and to, instead, **vote in favor of SB0118, with our suggested amendments**. Thank you for your efforts and the opportunity for us to testify on this legislation.

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

Notes to myself

<https://www.criminaldefenselawyer.com/resources/criminal-defense/state-felony-laws/maryland-felony-class.htm>

<https://www.criminaldefenselawyer.com/resources/criminal-defense/crime-penalties/petty-theft-maryland-penalties-defense>

<https://mdcriminalattorney.net/maryland-assault-lawyer/first-and-second-degree/>

<https://www.criminaldefenselawyer.com/resources/cruelty-to-animals.html>

[https://nacto.org/docs/usdg/relationship\\_between\\_speed\\_risk\\_fatal\\_injury\\_pedestrians\\_and\\_car\\_occupants\\_richards.pdf](https://nacto.org/docs/usdg/relationship_between_speed_risk_fatal_injury_pedestrians_and_car_occupants_richards.pdf)