

February 4, 2025

The Honorable William C. Smith, Jr.  
Chair, Judicial Proceedings Committee  
2 East Miller Senate Office Building  
Annapolis, MD 21401

***RE: Letter of Support – SB 520– Motor Vehicles -- Speed Monitoring Systems – Safety Corridors***

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) offers the following letter in support of Senate Bill 520.

SB 520 authorizes the State Highway Administration (SHA) to use speed monitoring systems in areas determined to be of high risk to vulnerable road users<sup>1</sup> and in priority corridors identified in the SHA's Pedestrian Safety Action Plan (PSAP). The bill provides for the operation and management of these systems, as well as the distribution and use of funds generated by the fines.

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

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

---

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

The Honorable William C. Smith, Jr.  
Page Two

Finally, MDOT notes that SB 520 requires that any revenue collected through these speed monitoring systems, after covering the cost of implementing and administering the program, be used for purposes that make Maryland's roadways safer for all road users.

The Maryland Department of Transportation respectfully requests the Committee consider this information and issue Senate Bill 520 a favorable report.

Respectfully submitted,

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

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