

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 Information – SB 530– Vehicle Laws – Speed Monitoring Systems – Residential Districts***

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) offers the following letter of information for the Committee's consideration of Senate Bill 530.

SB 530 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 Maryland Department of Transportation respectfully requests the Committee consider this information during their deliberations of Senate Bill 530.

The Honorable William C. Smith, Jr.  
Page Two

Respectfully submitted,

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