



**BRANDON M. SCOTT**  
MAYOR

*Office of Government Relations  
88 State Circle  
Annapolis, Maryland 21401*

**SB 500**

February 4, 2025

**TO:** Members of the Judicial Proceedings Committee

**FROM:** Nina Themelis, Director of Mayor's Office of Government Relations

**RE:** Senate Bill 0500 -Baltimore City - Speed Monitoring Systems - Interstate 83

**POSITION:** **Favorable**

Chair Smith, Vice Chair Waldstreicher, and Members of the Committee, please be advised that the Baltimore City Administration (BCA) **supports** Senate Bill (SB) 500.

Senate Bill 500 authorizes the City to increase the number of operating speed cameras on the City's portion of Interstate 83 from two to four as well as remove the sunset provision for the program.

Without SB 500, the speed monitoring program on I-83 would expire in June 2026, removing a key enforcement tool that has contributed to this decline in crashes and improved driver compliance.

The Maryland Department of Transportation analyzed six years of crash data (2018–2023) along the I-83 corridor, identifying a total of 1,903 crashes during this period. The data reveals a significant decline in crashes in 2022 and 2023 compared to the previous four years—evidence that speed monitoring is effectively enhancing roadway safety. Even with the current camera systems in place, Baltimore City still ranked third among jurisdictions in fatal crashes which shows that more still can and needs to be done in order to improve roadway safety.

By expanding and making this program permanent, this bill ensures that Baltimore City can continue to reduce speed-related accidents, protect drivers and pedestrians, and maintain safer road conditions on one of its most critical highways.

During 2024, the City issued more than 172,000 citations for speed monitored violations occurring on Interstate 83. Based on this data, we assume that doubling the number of cameras will reduce the number of tickets issued by each camera by about 20%. While the number of tickets issued per camera would decrease, by doubling the coverage of automated enforcement would further deter aggressive and speed-related incidents along the corridor.

For the above stated reasons, the BCA respectfully request a **favorable** report on SB 500.

