

SB 118 - MML - FAV.pdf

Uploaded by: Bill Jorch

Position: FAV



Maryland Municipal League
The Association of Maryland's Cities and Towns

TESTIMONY

January 22, 2025

Committee: Senate Judicial Proceedings

Bill: SB 118 - Motor Vehicles – Speed Monitoring Systems – Penalties

Position: Favorable

Reason for Position:

The Maryland Municipal League (MML) supports Senate Bill 118 as it sets a graduated fine system for speed camera violations, charging the vehicle owner more as their recorded speed increases. Speed cameras are a proven tool to reduce vehicular speeding and the provisions of this bill could improve their efficacy even further.

This bill establishes five fine levels for speed camera violations, each corresponding to a range of vehicle speed over the speed limit. Each successive tier represents higher vehicle speeds and results in a higher fine. SB 118 is modeled after HB 513 from 2024, that instituted a similar framework for work zone speed cameras. This graduated fine system targets egregious speeders with the highest fines; with the goal to use monetary disincentives to curb reckless driving.

Senate Bill 118 is written to only alter the fine level for speed cameras in school zones statewide and residential zones in three counties. It is important to note that the fine revenue from speed cameras that local governments receive must be spent on public safety or traffic safety purposes.

The provisions of SB 118 aim to make our roads safer. Municipal government officials hear about roadway safety concerns from their residents and speed cameras are a proven method to reduce reckless driving. For these reasons, the League respectfully requests that the committee provide Senate Bill 118 with a favorable report.

FOR MORE INFORMATION CONTACT:

Theresa Kuhns
Bill Jorch

Chief Executive Officer
Director, Public Policy & Research

SB0118_FAV_City of Rockville_Mot. Veh. - Speed Mon

Uploaded by: Christine Krone

Position: FAV



Testimony of the Mayor and Council of Rockville

SB 118 – Motor Vehicles – Speed Monitoring Systems – Penalties

SUPPORT

Good morning, Chairman Smith and members of the Senate Judicial Proceedings Committee. I'm Christine Krone from Schwartz, Metz, Wise, and Kauffman in representation of the Mayor and Council of Rockville. I thank you for this opportunity. On behalf of the City, I want to thank Senator Waldstreicher for sponsoring this important legislation that aligns with our Vision Zero priority.

The Mayor and Council of Rockville support SB 118. This legislation implements a graduated fine structure for speed camera violations based on the vehicle's miles per hour over the posted speed limit ranging from \$40 to \$350. This bill follows the approach used in the State Highway Administration work zone bill that was enacted in 2024. This legislation is critically needed to address excessive speeding across the State and in Rockville that we've seen in recent years.

We support the provisions of SB 118 for the following reasons:

- It uses a more equitable approach to automated speed enforcement by increasing the monetary penalty relative to the level of speed over the posted limits. Currently, a motorist driving at 40 or more miles per hour over the speed limit receives the same fine as a driver who is traveling at 13 miles per hour over the speed limit (lowest speed that triggers a fine).
- The graduated fine structure has the potential for further positive driver behavior adjustments. We saw dramatic and positive change in driver behavior when speeding and red light cameras were installed in Rockville.

SB 118 is a critical step forward in protecting our communities from excessive speeding caused by dangerous driving. It is a known fact that as speeds increase, the potential for crashes and serious injury rises. SB 118 provides law enforcement with additional tools to combat excessive speeding. For these reasons, we urge the Committee to provide SB 118 with a favorable report. Thank you.

BikeAAA-FAVSB118GraduatedSpeedPenalties20250120.pd

Uploaded by: Jon Korin

Position: FAV



Support SB118 Speed Reduction Saves Lives

Bicycle Advocates for Annapolis & Anne Arundel County
P.O. Box 208, Arnold, MD 21012 www.bikeaaa.org 443-685-4103

Senate Judicial Proceedings Committee
Annapolis, MD 21401-1991

January 20, 2025

RE: SUPPORT SB118 Graduated Speed Penalties

Dear Chair and Members of the Committee,

I am a resident of District 30, president of Bicycle Advocates for Annapolis and Anne Arundel County ("BikeAAA"), Chair of the Anne Arundel County Bicycle Advisory Commission, Member of the 2017 Maryland Bicycle Safety Task Force and avid Maryland cyclist for over 20 years. On behalf of BikeAAA and it's more than 1,000 members, we support SB118. This bill will deter people from speeding thereby reducing both the likelihood and severity of crashes. This is especially important for vulnerable road users such as pedestrians, cyclists, the elderly, people with disabilities and schoolchildren who may cross or travel along our roads to access schools, parks, shopping areas and other destinations. This bill also aligns with Maryland's commitment to Vision Zero.

2024 was another bad year for Maryland crashes and fatalities, especially for pedestrians and cyclists. Maryland had over 550 road fatalities in 2024.

Speed reduction reduces both the likelihood of a crash and the severity of injury if a crash occurs. Please support SB118 to improve safety, especially for our most vulnerable.

Sincerely,

Jon Korin
President, Bicycle Advocates for Annapolis & Anne Arundel County

SB118 Jenoptik Testimony.pdf

Uploaded by: Katie Nash

Position: FAV

Testimony Before the Maryland Senate Judicial Proceedings Committee
SB118: Motor Vehicles – Speed Monitoring Systems – Penalties
Offered by Jenoptik Smart Mobility Solutions

January 22, 2025

Dear Chair Smith, Vice Chair Waldstreicher, and Members of the Committee,

Jenoptik is proud to offer this testimony to support SB118 - we appreciate the ongoing efforts of this Committee to improve safety in Maryland. We would especially like to thank the Vice Chairman for his dedication to this legislation and the use of technology to save lives.

We acknowledge the steadfast work of advocates such as the 210 Safety Committee in Prince George's County - advocates who have long-advocated for tiered fines.

Jenoptik is a globally operating technology group with a US headquarters in Jupiter, Florida and satellite offices around the country. Optical technologies remain the very basis of our business. In 2023, Jenoptik determined that Maryland will be a key focus for investment to broaden the company's technology footprint. At that time, Jenoptik engaged Katie Nash to achieve greater social impact for program participants: our team is uniquely dedicated to serving Maryland governments and community advocates. Last year, Jenoptik was selected to become the speed enforcement technology vendor for Prince George's County.

This legislation supports a reasonable safety response for Marylanders.

We recommend increasing the base fine for Maryland's automated enforcement cameras from \$40 to \$75 - we believe this increase is reasonable provided that red light cameras begin at \$75 at first citation. We also note that the initial fines have not increased and we believe a start at \$75 would indeed be more in line with industry standards.

Additionally, we support modest program enhancements such as clarifying that law enforcement has fifteen business days to process the citation and that we continue the work to reduce the impact of repeat offenders as well as examine ways to expand reciprocity with our neighboring jurisdictions, Jenoptik remains a partner in this work and we look forward to the work of this legislative session.

CONTACT INFO:

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Dorian Grubaugh/dorian.grubaugh@jenoptik.com

SB118 Graduated Speed Penalties_BBC_2025V2.pdf

Uploaded by: Nigel Samaroo

Position: FAV



Senate Judicial Proceedings Committee
Annapolis, MD 21401-1991

January 20, 2025

RE: SUPPORT SB118 Motor Vehicles – Speed Monitoring Systems – Penalties

Dear Chair Smith and Members of the Committee,

The Baltimore Bicycling Club (BBC) asks for your support of SB118: Motor Vehicles – Speed Monitoring Systems – Penalties

The Baltimore Bicycling Club (BBC) was established in 1968 and has a membership of over 1000 riders. The mission of our not-for-profit recreational organization is to promote and sponsor bicycling activities in Baltimore City and neighboring Anne Arundel, Baltimore, Carroll, Harford, and Howard counties. The BBC also promotes, defends, and protects the rights of bicyclists for a safe road riding environment in our communities through advocacy and education.

In 2024, according to the Zero Deaths Maryland Fatal Crash Dashboard, there were 552 fatalities. Of those fatalities, 140 were pedestrians, 90 motorcyclists and 10 bicyclists. According to the Maryland Statewide Fatal Crash Data Dashboard, 90 were speed related and 41 were aggressive driving related. The U.S Department of Transportation has stated that speed is a major factor in the safety of vulnerable road users.

The reduction of speeds by drivers can reduce the likelihood of crashes, resulting fatalities and severity of injuries, especially for vulnerable road users such as but not limited to pedestrians, bicyclists, the elderly, schoolchildren and those individuals with disabilities. This bill also aligns with Maryland's commitment to Vision Zero.

On behalf of the members of the Baltimore Bicycling Club, I encourage your support of SB118.

Sincerely,

A handwritten signature in black ink, appearing to read "Nigel Samaroo", written over a horizontal line.

Nigel Samaroo, MPH
Chair, Advocacy Committee
Baltimore Bicycling Club

SB 118_MTBMA_FAV.pdf

Uploaded by: Rachel Clark

Position: FAV



January 22, 2025

Senator William Smith, Chair
Judicial Proceedings Committee
2 East, Miller Senate Office Building
Annapolis, MD 21401

RE: SB 118 – FAVORABLE – Motor Vehicles – Speed Monitoring Systems – Penalties

Dear Chair Smith and Members of the Committee:

The Maryland Transportation Builders and Materials Association (“MTBMA”) has been and continues to serve as the voice for Maryland’s construction transportation industry since 1932. Our association is comprised of 200 members. MTBMA encourages, develops, and protects the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials. We proactively work with regulatory agencies and governing bodies to represent the interests of the transportation industry and advocate for adequate state and federal funding for Maryland’s multimodal transportation system.

Senate Bill 118 alters the penalties associated with civil citations issued from speed monitoring systems in Maryland. The bill introduces a tiered penalty structure based on the extent by which a vehicle exceeds the posted speed limit, replacing the prior maximum flat penalty of \$40. This ensures that the fine escalates with the severity of the speeding violation.

Maryland penalty fees are the lowest in the country, especially compared to our neighboring jurisdictions. Speed monitoring systems are utilized to change driver behavior, and any revenue received from these fines go to implementing traffic calming measures and road safety, which is something that the MTBMA greatly supports. Last year, the General Assembly wisely raised the penalty for speeding in a work zone and this bill would bring these bills in line together, providing consistency within the speed monitoring system.

We appreciate you taking the time to consider our request for a **FAVORABLE** report on Senate Bill 118.

Thank you,

Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association

AAA Testimony in Support of SB 118 - Speed Monitor

Uploaded by: Ragina Ali

Position: FAV



AAA Mid-Atlantic's Testimony in SUPPORT of SB 118 Motor Vehicles – Speed Monitoring Systems – Penalties

Sponsor: Senator Waldstreicher

- AAA Mid-Atlantic supports [SB 118 - Motor Vehicles – Speed Monitoring Systems – Penalties](#) which would increase fines based upon how much a driver is exceeding the posted speed limit on Maryland roads with speed monitoring systems.
- AAA Mid-Atlantic has been supportive of Maryland's automated speed enforcement systems for two decades, working with the legislature in 2005 to launch Maryland's first pilot program for automated speed enforcement in residential areas and school zones in Montgomery County.
- Again in 2009, AAA supported the expansion of automated speed enforcement camera systems statewide for use in work and school zones, recognizing that police officers can't be all places at once and believing that automated enforcement is a significant safety tool to supplement law enforcement efforts to curtail speeding.
- In 2012, AAA was appointed to represent drivers and make recommendations to address issues with Baltimore City's automated traffic enforcement program, which was under scrutiny.
- The Task Force's evaluation resulted in legislative changes in 2013, which included AAA's recommendations to fix the system and restore the public's trust.
- AAA was honored to serve on [Governor Moore's Work Zone Safety Work Group \(WZSWG\)](#) in 2023 with other traffic safety stakeholders to recommend measures to improve safety in work zones.
- Those recommendations included legislation last year that increased fines for speeding in work zones.
- While we have seen some success with the use of speed cameras over the years, speeding continues to be one of the most dangerous and common activities observed on our nation's roadways.
- According to the [National Highway Traffic Safety Administration \(NHTSA\)](#), nationally, speeding killed 12,151 people in 2022.
- In 2023, there were 577 fatal crashes in Maryland, according to the [MDOT MVA Highway Safety Office](#), resulting in 621 deaths. Speed was a factor in 102 of those fatalities. (Source: [MDOT MVA Highway Safety Office, data as of January 20, 2025](#))
- Research by the [AAA Foundation for Traffic Safety](#), found that even modestly higher speeds at the time of a crash dramatically increase the chances of severe injury and death.

- We support the use of automated enforcement systems that are fair and reasonable, don't undermine or violate the public trust, and are safety-based.
- AAA Mid-Atlantic remains committed to the safety of all road users and are hopeful that increased fines, especially for super speeders will serve as a deterrent to speeding and will save lives.
- In the interest of public safety, we respectfully urge the Committee to give **SB 118 a favorable report.**

Contacts:

*Ragina C. Ali, AAA Mid-Atlantic
Public and Government Affairs Manager
443.465.5020*

*Sherrie Sims, GS Proctor & Associates
Senior Associate
410.733.7171*

SB118 City of Hyattsville

Uploaded by: Robert Croslin

Position: FAV

Robert S. Croslin
Mayor



Tracey E. Douglas
City Administrator

January 23, 2025

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

RE: Support for SB118 – Motor Vehicles - Speed Monitoring Systems - Penalties

Dear Chairman Smith,

On behalf of the Hyattsville City Council, I am writing to express our strong support of SB118, which proposes a graduated fine structure for speed monitoring violations. By increasing penalties based on the severity of the infraction, this bill will play a critical role in making our streets safer.

The increasing fine structure will serve as an effective deterrent against excessive speeding, which remains a significant and growing issue in Hyattsville and many other communities. Reckless driving not only endangers drivers themselves but also poses a significant threat of injury or death to cyclists and pedestrians. This bill has the potential to prevent countless injuries and fatalities that occur annually from speed related accidents.

We strongly urge you to support this legislation and thank you for your commitment to this critical issue. We look forward to your continued partnership in keeping our streets safe.

Sincerely,

Robert S. Croslin
Mayor

cc: Hyattsville City Council

SB 118 - MoCo_Morningstar_FAV (GA 25).pdf

Uploaded by: Sara Morningstar

Position: FAV



Montgomery County

Office of Intergovernmental Relations

ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

SB 118

DATE: January 22, 2025

SPONSOR: Senator Waldstreicher

ASSIGNED TO: Judicial Proceedings

CONTACT PERSON: Sara Morningstar (Sara.Morningstar@montgomerycountymd.gov)

COUNTY POSITION: Support

Motor Vehicles – Speed Monitoring Systems – Penalties

Senate Bill 118 creates a graduated fine structure for excessive motor vehicle speeding violations captured by automated traffic enforcement systems on Maryland roadways. Montgomery County supports the measure as a public safety issue and a Vision Zero priority.

Currently, if a driver is pulled over by a police officer for exceeding the posted speed limit, under § 21-801.1 of the Transportation Article, there are increasing fines depending on how far over the speed limit a driver is traveling. For automated enforcement, however, all speeding infractions are \$40, regardless of how fast a motorist is driving. Last session, the General Assembly recognized the danger of this disparity in work zones and passed the Maryland Road Worker Protection Act. Under the new law, a tiered fine structure was established based on the speed a vehicle travels above the posted speed limit creating a strong financial incentive NOT to speed in a work zone.

Road safety could be improved by expanding the graduated fine structure to all roadways using automated traffic enforcement. Senate Bill 118 accomplishes this by moving closer to parity between a speeding citation issued by a police officer and a speeding citation recorded by an automated traffic camera.

Montgomery County urges the Committee to adopt a favorable report on Senate Bill 118.

2025-SB 118-Speed Monitoring System Penalties-Sena

Uploaded by: Seth Grimes

Position: FAV



Motor Vehicles – Speed Monitoring Systems – Penalties
Senate Judicial Proceedings Committee
Washington Area Bicyclist Association – FAVORABLE

January 22, 2025

Chair Smith and Committee Members,

The Washington Area Bicyclist Association (WABA) supports SB 118, establishing graduated speed enforcement camera fines that increase as the speed of the cited vehicle increases.

Reckless and negligent driving takes a terrible toll on Maryland residents and visitors. Maryland experienced 553 road fatalities in 2024, 90 of them speed related. This carnage must end.

Traffic enforcement – if penalties are sufficient to provide an effective deterrent – is a key tool in taming reckless and distracted driving and speeding in particular.

Speed kills. According to the Federal Highway Administration (FHWA), "Studies clearly show that higher speeds result in greater impact at the time of a crash, which leads to more severe injuries and fatalities." But current speed-camera enforcement fines are too low to provide an effective deterrent.

The Maryland Road Worker Protection Act of 2024 established graduated speed-camera fines for work-zone speeding. Noting that bill as a precedent, WABA urges that you advance SB 118.

We further note that automated enforcement is far more equitable – and inexpensive and scalable – than in-person police enforcement, with no potential for dangerous escalation of traffic stops or discrimination against Black and brown drivers. This said, traffic enforcement is no substitute for investment in transportation infrastructure that is safe for pedestrians, bicyclists, and rollers.

Please advance SB 118 – and continue to invest in safe pedestrian, bicyclist, and transit infrastructure – to make Maryland transportation safer and more equitable for all.

MGA 2025 Testimony Bill SB0118 (Speed Monitoring S

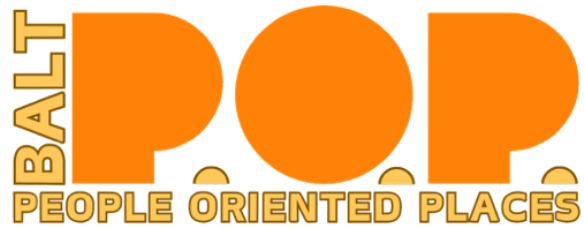
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Position: FWA

Bill: SB0118

Bill Title: Motor Vehicles – Speed Monitoring
Systems – Penalties

Position: **Favorable with Amendments**



Members of the Senate Judicial Proceedings Committee,

As 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, we feel that SB0118 is a very worthwhile bill which should be enacted into law.

The Maryland code has many long-standing precedents for charging those who break the law at different levels, depending on the specifics of each offense. Distinctions are made for violent crimes such as murder, rape, and assault - between first degree and second degree. These distinctions extend to non-violent crimes such as burglary. The difference between misdemeanor theft and felony theft is based on the value of what was stolen. Charges are pressed for animal cruelty at the same two tiers.

Given these precedents, it makes sense that the penalty amounts charged for speeding be similarly tiered.

Speeding is not a victimless crime. The risk of death and serious injury to a pedestrian struck by a moving vehicle increases in a very clear fashion as the speed of that vehicle rises.

...the average risk of **severe injury** for a pedestrian struck by a vehicle reaches **10%** at an impact speed of **16 mph**, 25% at 23 mph, **50% at 31 mph**, 75% at 39 mph, and **90% at 46 mph**.

The average risk of **death** for a pedestrian reaches **10%** at an impact speed of **23 mph**, 25% at 32 mph, **50% at 42 mph**, 75% at 50 mph, and **90% at 58 mph**.

Risks vary significantly by age. For example, the average risk of severe injury or death for a 70-year old pedestrian struck by a car traveling at 25 mph is similar to the risk for a 30-year-old pedestrian struck at 35 mph. [1]

The chances of a pedestrian dying when struck by a vehicle traveling at 42 mph is 50/50.

The most common lower bound speed limit you'll typically see in Maryland is 25 mph. Based on the speeding tiers currently found in the bill, a vehicle being driven at 40 mph in a zone marked for a limit of 25 mph would be subject to a fine of \$40. At 44 mph, the fine would be \$50. These are relatively small amounts. And yet, the risk of that speeding vehicle killing a pedestrian it strikes is basically 50/50. **A \$50 fine for needlessly putting someone at such a high risk of death seems low to us.**

Based on these stark numbers, **we'd like to see the penalty amounts at the first two tiers significantly raised.** The reasoning goes beyond simple punishment. Doing so will better reflect 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 **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](#)

References:

[1] Tefft, B.C. "Impact Speed and a Pedestrian's Risk of Severe Injury or Death". AAA Foundation for Traffic Safety. September 2011.

<https://aaaafoundation.org/impact-speed-pedestrians-risk-severe-injury-death/>

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

SB0118-JPR_MACo_SWA.pdf

Uploaded by: Sarah Sample

Position: FWA



Senate Bill 118

Motor Vehicles – Speed Monitoring Systems – Penalties

MACo Position: **SUPPORT**
WITH AMENDMENTS

To: Judicial Proceedings Committee

Date: January 22, 2025

From: Sarah Sample

The Maryland Association of Counties (MACo) **SUPPORTS SB 118 WITH AMENDMENTS.**

This bill increases the penalties that can be imposed for a violation recorded by a speed monitoring device. These changes could help promote safety and deter aggressive, reckless, and negligent driving particularly in areas with families, children, and thousands of county workers.

More frequently than ever, horrific traffic accidents have claimed the lives or good health of Maryland residents and public servants. Not only are those who are using the roadways endangered, but so are the many county employees working on and near roadways every day, including local law enforcement officers, construction workers, surveyors, public works officials, and school bus drivers. If the rise in reckless driving is left unaddressed, these essential county workers will continue to have their lives put at risk just for doing their jobs.

Research has shown that sufficient penalties for speeding have the potential to change behavior and drive down the number of violations over time. Maryland law currently has a significant gap between what citation amount can be levied when an officer enforces the penalty at the time of the offense versus the penalty that can be applied for a violation caught on a speed camera. While the current camera penalty is limited to \$40, an officer-issued violation can carry a penalty up to \$290.

Counties believe increasing the speed camera fines to more accurately represent the severity of a violation may serve the public interest, but would offer one amendment to SB 118. While the new fees may prove necessary in some situations to change behavior, the current bill language makes the new penalties mandatory in set amounts, and does not allow any local discretion concerning first-time offenses, new drivers, and residents with other physical, mental, and financial challenges that could indicate a mitigating circumstance. **Changing the bill language to say the fine “may not exceed” the specified new amount (based on the excess speed recorded) would be preferable for local jurisdictions to best respond to the effects of camera deployment on public safety.**

Not only does SB 118 hold reckless drivers accountable for behaviors that have led to a surge in the frequency and severity of incidents that are regularly putting residents and county employees at risk, but it sets a new standard of safety in communities for all residents. For these reasons, MACo **SUPPORTS SB 118 WITH AMENDMENTS.**

SB0118 - SHA - LOI - Speed Monitoring Systems - Pe

Uploaded by: Patricia Westervelt

Position: INFO

January 22, 2025

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

RE: Letter of Information – SB 118 – Motor Vehicles -- Speed Monitoring Systems -- Penalties

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on Senate Bill 118 but offers the following information for the Committee's consideration.

SB 118 alters the penalties for a civil citation issued from a speed monitoring system authorized under Transportation Article §21-809 by establishing a tiered penalty structure based on speed in excess of the posted speed limit.

During the 2024 Legislative Session, the Maryland General Assembly passed, and Governor Wes Moore signed into law, the Maryland Road Worker Protection Act, which created a similar tiered penalty structure for violations captured by speed monitoring systems in work zones.¹ Maryland is committed to the goal of Vision Zero by 2030, which requires the Department to work with our local and state partners to implement solutions that change driver behavior and keep our roadways safe. The fatalities and serious injuries that occur on our roadways due to driver behavior, including speeding, are entirely preventable. Speeding contributes to over one-third of all fatal crashes nationwide, and 7,705 crashes that occurred on Maryland roadways in 2023 involved speeding. A disproportionate amount of the victims are vulnerable road users. According to research reported by the United States Department of Transportation, 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.

The safety of Maryland's transportation system is MDOT's number one priority. MDOT uses various strategic approaches to reduce fatalities and serious injuries on our roadways with a focus on education, enforcement, engineering, and emergency medical services as a cornerstone of those efforts. MDOT considers the safety of all users when implementing strategies supported by the USDOT's National Roadway Safety Strategy and the Safe System Approach. Education and enforcement are important factors in establishing initial driver compliance with established speeds as well as newly changed speed limits. The Federal Highway Administration (FHWA) considers speed safety cameras a proven safety countermeasure. FHWA reports that fixed unit

¹ See Transportation Article §21-810.

The Honorable William C. Smith, Jr.
Page Two

speed safety cameras can reduce crashes on urban principal arterial roads up to 54 percent for all crashes. 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 is another resource that local law enforcement has in their toolbox that is proven to effectively reduce speeds and correct driver behavior along roadways with documented high rates of speed.

The Maryland Department of Transportation respectfully requests that the Committee consider this information when deliberating Senate Bill 118.

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