

SafeRoadsMD Support - SB 520.pdf

Uploaded by: John Seng

Position: FAV



SafeRoadsMD

**PLEASE SUPPORT
SB 520
“Motor Vehicles - Speed
Monitoring Systems - Safety
Corridors”**

**MARYLAND COALITION FOR ROADWAY SAFETY, INC.
URGES YOUR SUPPORT FOR SB 520**

January 31, 2025

TO:

Honorable Senator William C. Smith, Chair
Honorable Senator Jeff Waldstreicher, Vice Chair
Judicial Proceedings Committee
Maryland General Assembly
2 East Miller Senate Office Building
Annapolis, Maryland 21401

FROM:

John Seng, Chair
SafeRoadsMD - Maryland Coalition For Roadway Safety, Inc.
(202) 468-7682, JSeng@SafeRoadsMD.org
SafeRoadsMD.org

Dear Sen. Smith and Sen. Waldstreicher:

I am writing to express SafeRoadsMD’s strong support for SB 520 - Motor Vehicles - Speed Monitoring Systems - Safety Corridors,” which will help reduce excessive speeding and enhance safety by expanding the use of automated enforcement beyond traditional work zones and other more “conventional” placements of speed cameras.

SB 520 is a crucial step toward protecting Maryland’s most vulnerable road users - pedestrians, cyclists, and individuals - using personal conveyances and mobility devices. This bill authorizes the State Highway Administration to deploy speed monitoring systems in high-risk areas and priority corridors identified in the Pedestrian Safety Action Plan, addressing growing concerns about pedestrian and cyclist safety.

Key reasons to support SB 520:

• **Addresses Pedestrian and Cyclist Safety**

- By focusing on high-risk corridors, the bill aims to reduce pedestrian and bicyclist fatalities, which have been increasing statewide.

• **Encourages Safer Driving Behavior**

- Studies consistently show that automated enforcement effectively reduces speeding and crash rates in areas where cameras are deployed.

Maryland Coalition for Roadway Safety, Inc.
2127 Regina Terrace, Clarksburg, MD 20871 (202) 468-7682

- **Funds Road Safety Improvements**

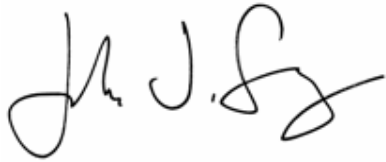
- Unlike general revenue-generating traffic enforcement, funds collected will be dedicated to safety enhancements on Maryland roadways.

According to ZeroDeathsMD, there were 555 road fatalities in Maryland in 2024, including 142 pedestrians. This staggering number highlights the urgent need for proactive measures such as SB 520.

Automated enforcement on MD 210 has already demonstrated success in reducing speeding outside of work zones. Lower speeds lead to fewer and less severe crashes, ultimately saving lives. SB 520 will extend these proven benefits to other critical areas across the state.

I urge you to support this life-saving legislation. Please feel free to reach out if you need additional information or if I can assist in any way.

Sincerely,

A handwritten signature in black ink, appearing to read "John J. Seng". The signature is fluid and cursive, with the first name "John" and last name "Seng" clearly distinguishable.

John J. Seng, Chair
Maryland Coalition for Roadway Safety, Inc.

cc: SafeRoadsMD board

Untitled document.pdf

Uploaded by: Maureen Fine

Position: FAV

SB 520 Speed Monitoring System-Safety Corridors Hearing Date 2/4/25 at 1:00
Sponsor-Sen. Charles

Dear Senators,

Please vote favorably on this bill. I live in a suburban neighborhood where the speed limit is mostly 25 m.p.h. There are more drivers than ever speeding through our neighborhood streets, without regard for children, animals, bicyclists, or other pedestrians who enjoy walking for exercise. Many homeowners have signs out front to urge drivers to slow down.

This bill is reasonable in that it will authorize the State Highway Administration to use speed monitoring systems in areas determined to be of high risk to vulnerable road users and priority corridors in the Administration's Pedestrian Safety Action Plan.

Thank you,
Maureen Fine
2509 Knighthill Lane
Bowie, MD 20715

SB 520_MTBMA_FAV.pdf

Uploaded by: Michael Sakata

Position: FAV



February 4, 2025

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

RE: SB 520 – FAVORABLE – Motor Vehicles – Speed Monitoring Systems – Safety Corridors

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 520 authorizes the State Highway Administration (SHA) to use speed monitoring systems in areas determined to be of high risk to vulnerable road users, defined as safety corridors, and requires the revenues collected to be distributed to the Transportation Trust Fund for highway safety purposes and SHA system preservation, after covering the costs of implementing and administering the program.

MTBMA overwhelmingly supports this legislation and appreciates the Sponsor for its introduction. This bill directly aligns with the Administration’s introduction and the General Assembly’s passage of the Road Worker Protection Act last year, which aimed to protect the most vulnerable on Maryland’s roads—our road workers. SB 520 creates a new category for speed monitoring cameras, which is very necessary. Moreover, we are happy to see that the revenue generated from these camera systems are put directly back into maintaining our roads to ensure they are safe for every Marylander. The current speed monitoring program requires local jurisdictions to spend revenues on public safety, but otherwise is not prescriptive in the types of public safety measures it is to be used on. We have found that sometimes the money is directed to programs that don’t go directly back into creating safer roads—such as vehicles and salaries. We have always advocated that should speed monitoring systems be deployed in Maryland, that the revenue, which we see only as a secondary benefit to changing driver behavior be put right back into road safety.

Again, we thank the sponsor for introducing this very important bill. For the reasons stated above, we request a **FAVORABLE** report on Senate Bill 520.

Thank you,

Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association

SB0520 - SHA - LOS - Motor Vehicles - Speed Monito

Uploaded by: Patricia Westervelt

Position: FAV

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 users¹ 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.

¹ 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

ACECMD - 2025 Testimony - SB520.pdf

Uploaded by: Rory Murray

Position: FAV



Hon. William Smith, Chairman
Judicial Proceedings Committee
2 East Miller Senate Office Building
Annapolis, MD 21401

Hon. Jeff Waldstreicher, Vice Chair
Judicial Proceedings Committee
2 East Miller Senate Office Building
Annapolis, MD 21401

Organization: ACEC/MD

Bill: SB520 - Motor Vehicles - Speed Monitoring Systems - Safety Corridors

Position: Support

Chairman Guzzone, Vice-Chair Rosapepe and Members of the Committee,

The American Council of Engineering Companies/MD (ACEC/MD) is the representative organization for approximately 90 consulting engineering firms of various sizes across the state. These firms play a crucial role in serving both the public and private sectors by actively participating in the design and development of essential infrastructure such as public water and wastewater systems, bridges, highways, building structures, and environmental projects.

Our organization's member firms collectively employ approximately 7,000 individuals statewide, and approximately forty percent of ACEC/MD's membership is comprised of certified small, minority-owned, or women-owned businesses, reflecting our commitment to diversity and inclusion within the engineering industry. We respectfully **support** this bill.

I am writing to express our strong support for Senate Bill 520. This important legislation will enhance road safety, protect vulnerable road users, and provide additional resources for transportation infrastructure.

SB520 authorizes the State Highway Administration to implement speed monitoring systems in high-risk areas, particularly those identified in the Pedestrian Safety Action Plan. These measures are crucial to safeguarding pedestrians, bicyclists, individuals using mobility devices, **and workers in highway work zones**. By ensuring that speed monitoring systems are used strategically in priority corridors, this bill will contribute to reducing accidents and saving lives.

Additionally, the bill directs a portion of the collected fines to the Transportation Trust Fund, with allocations for highway safety initiatives and system preservation under the State Highway Administration. This reinvestment in Maryland's infrastructure will help maintain safe and efficient roadways for all users.

ACEC/MD supports policies that promote engineering solutions for safer transportation networks. We believe SB520 is a step toward improving road safety and protecting Maryland's most vulnerable road users. We respectfully urge your support for this legislation.



AMERICAN COUNCIL OF ENGINEERING COMPANIES/MARYLAND

For any comments, inquiries, or further information, please do not hesitate to contact me at mdonovan@acecmd.org or our government affairs consultant, Rory Murray at Murray@providence.llc .

Respectfully,

Maria Donovan
Executive Director
ACEC/MD

SB 520 Support 1:31:25.pdf

Uploaded by: Judy Allen-Leventhal

Position: FWA

Submission date 1/31/2025

HEARING DATE: 2/04/2025

BILL: SB 520 - **SPONSOR:** Senator Charles
TITLE: Motor Vehicles –Speed Monitoring Systems- Safety
Corridors
POSITION: Favorable
COMMITTEE: Judicial Proceedings

Dear Members of the Committee,

My name is Judith Allen-Leventhal, and I live in Maryland Legislative District 26. I support SB 520 with amendment of the set civil penalty restriction amount of \$40 to be aligned with a tiered fine structure reflecting increased speeds.

I am the Chair of the Roadway Advocacy Committee for South County (RACS), an ad hoc committee of the Greater Accokeek Civic Association. Very briefly, RACS was established at the urging of residents and concerned citizen activists during the pandemic who advocated for improved conditions of roadways in our area of southern Prince George’s County. That SB 520 authorizes the State Highway Administration to implement speed cameras in designated safety corridors highlighting the need for these safeguards in areas of high-risk for pedestrians, cyclists, and other vulnerable road users is long overdue, desperately needed legislation. The fee structure should be modified to reflect level of speeds; rather than one set \$40 fee, the fee should align with increased speed as outlined in other legislation to reflect the seriousness of the speeding violation. Specifically, I quote SB 211 “**(I) IF THE CITATION ALLEGES THAT THE DRIVER OF THE MOTOR VEHICLE EXCEEDED THE SPEED LIMIT BY BETWEEN 12 AND 15, INCLUSIVE, MILES PER HOUR, \$40; (II) IF THE CITATION ALLEGES THAT THE DRIVER OF THE MOTOR VEHICLE EXCEEDED THE SPEED LIMIT BY BETWEEN 16 AND 19, INCLUSIVE, MILES PER HOUR, \$55; (III) IF THE CITATION ALLEGES THAT THE DRIVER OF THE MOTOR VEHICLE EXCEEDED THE SPEED LIMIT BY BETWEEN 20 AND 29, INCLUSIVE, MILES PER HOUR, \$95; (IV) IF THE CITATION ALLEGES THAT THE DRIVER OF THE MOTOR VEHICLE EXCEEDED THE SPEED LIMIT BY BETWEEN 30 AND 39, INCLUSIVE, MILES PER HOUR, \$180; AND (V) IF THE CITATION ALLEGES THAT THE DRIVER OF THE MOTOR VEHICLE EXCEEDED THE SPEED LIMIT BY 40 MILES PER HOUR OR MORE, \$350 “**

SB 520 positively addresses the need for improved pedestrian and cyclist safety; encourages safer driving behavior, and provides funding dedicated to improved roadway safety.

I urge a FAVORABLE REPORT on SB 520 with the amendment described.

Respectfully submitted,
Judith Allen-Leventhal
Chair, Roadway Advocacy Committee for South County
301-642-6744; j.allenleventhal@gmail.com

SB 520, Support.pdf

Uploaded by: Ron Weiss

Position: FWA

SB 520, Support with amendment

Ronald Weiss, Fort Washington

I support SB 520 which will reduce excessive speed and enhance safety by expanding the use of automated enforcement beyond traditional work zones.

SB 520:

- Addresses Pedestrian and Cyclist Safety:
 - By targeting high-risk corridors, the bill aims to reduce pedestrian and bicyclist fatalities, which have been rising statewide.
- Encourages Safer Driving Behavior:
 - Research indicates that automated enforcement reduces speeding and crash rates in areas where cameras are deployed.
- Funds Road Safety Improvements:
 - Unlike general revenue-generating traffic enforcement, funds will be earmarked for safety enhancements on Maryland roadways.

[ZeroDeathsMD](#) reports 555 Maryland road fatalities in 2024 including 142 pedestrians. This is an unconscionable tragedy.

Automated enforcement on MD 210 has proven very effective in reducing speed in non-work zones. Reducing speed results in fewer and less severe crashes and will save lives. SB 520 will do the same for other Maryland roads.

I recommend that this bill be amended to align with the tiered fine structure of Senator Waldstreicher's SB 118, attached.

I sincerely hope you will support life-saving legislation - SB 520.

Please feel free to contact me if you would like further information or if I can assist in any way.