

BCoPD Support Letter for SB 530.pdf

Uploaded by: Benjamin Brooks

Position: FAV

ROBERT O. MCCULLOUGH

Chief of Police



Integrity...Fairness...Service

BALTIMORE COUNTY POLICE

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RE: Senate Bill 530 – Vehicle Laws - Speed Monitoring Systems – Residential Districts

January 31, 2025

Dear Senator Brooks, and Senators Watson and Gile:

Thank you for the opportunity to express my support for Senate Bill 530 – Vehicle Laws - Speed Monitoring Systems – Residential Districts.

This bill will give Baltimore County, and other local jurisdictions statewide, the opportunity to deploy speed monitoring systems, generally referred to as “speed cameras,” in specified residential area locations that are outside school zones.

Currently, Baltimore County is only authorized to use speed cameras in a school zone with a posted speed limit of at least 20 miles per hour. Installing a new school zone camera has a positive effect on negative driving behaviors. It slows the vehicles down significantly, and reduces crashes.

Because of the current school zone restriction, Baltimore County Police are unable to grant requests by community members for deployment of speed cameras on numerous residential area roads with high speeds and numbers of crashes. Senate Bill 530 will expand the opportunity for the same positive impacts in other residential areas that we have experienced in school zones.

Community traffic safety:

The Police Department has specialized units dedicated to traffic management and to vehicle crash investigations, due to the high volume of traffic accidents that cause property damage, personal injuries, and deaths.

The Police Department regularly responds to community requests to assess safety of roadways and where possible deploys traffic management devices, including speed cameras, to improve public safety. These community requests have been increasing. Even where speed cameras are currently authorized, the Police Department attempts other solutions. Traditional enforcement is conducted with or without radar, in marked or unmarked police vehicles. The Police Department works with DPW/Traffic Engineering to see if traffic calming (curbs or islands), signage, and/or speed bumps are appropriate based on analysis of a specific roadway.

Speed Camera Program:

The Police Department’s Safe Speed Automated Enforcement Program uses speed cameras to encourage motorists to slow down in school zones where traffic data and citizen complaints show that speeding is a problem, and other measures are not successful. Advantages of automated enforcement with speed cameras include that they are not dependent on patrol car availability, and reduce risks inherent to police traffic stops.



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Locations for speed cameras are published; details for deployment and enforcement are posted on the County website here:

<https://www.baltimorecountymd.gov/departments/police/traffic-cameras/>

However, the Police Department currently is not able to place speed cameras outside school zones, even when there are multiple citizen complaints and when traffic data show that speed cameras would benefit public safety.

The Department routinely receives requests from concerned residents for new speed camera locations. Frequently, these locations fall outside of the ½ mile school zone radius the current program allows, preventing the implementation of automated enforcement options. Most of these complaints are not in commercial or industrial areas; they are in residential communities or the roadways leading directly to them.

Here are four examples, for illustration, of locations where the Police Department would currently deploy speed cameras, if they were authorized. (These examples are for illustration only because up-to-date data would be needed prior to site selection.) Each location has been evaluated for the installation of a residential speed camera. The evaluation is initiated by a complaint originating in the community or within the Department. The evaluation includes a speed survey, crash data (obtained from Crime Analysis Unit) and a physical site evaluation. Factors that must be considered for the actual placement are the geometry of the roadway (curves or hills), sight distance (for radar-based equipment) and on-street parking. There is a scoring system that was developed, in conjunction with Traffic Engineering, to assist in the ranking of the locations that we use in the school zone speed camera program. All the roadways in these examples are outside school zones.

Residential Speed Cameras would likely be recommended for the following:

Greenspring Avenue @ Quarry Lake Drive, Pikesville (Precinct 4)

Evaluation requested by community members.

Targeted roadway would be 7000 block of Greenspring Avenue, speed limit of 35 mph.

North and southbound directions are recommended for use of a speed camera, with a **score of 78 of 100 on the Site Selection Score Sheet.**

Daily analysis shows there are approximately 7900 vehicles in the southbound direction alone and approximately 750 vehicles were in violation, August of 2021. The average speed was over 9 mph above the speed limit, with the 85th percentile being +17mph.

Crash data shows there were 6 crashes at this intersection in a 6 month time frame.

This is considered high for a residential roadway.

Silver Spring Rd @ Sherington Road, Nottingham (Precinct 9)

Evaluation requested by community members for years.

Targeted roadway would be 4400 block of Silver Spring Road, speed limit of 35 mph.

East and westbound directions are recommended for use of a speed camera, with a **score of 67 of 100 on the Site Selection Score Sheet.**

Daily analysis shows there is approximately 4000 vehicles in the eastbound direction alone and approximately 550 vehicles were in violation, December of 2020. The average speed was over 7 mph above the speed limit, with the 85th percentile being +15 mph.

Crash data shows there were 2 crashes at this intersection in a 6 month time frame.

This is considered moderate for a residential roadway.

Franklin Square Drive @ King Avenue, Rosedale (Precinct 9)

Evaluation requested by community members.

Targeted roadway would be 9400 block of Franklin Square Drive, speed limit of 35 mph.

North and southbound directions are recommended for use of a speed camera, with a **score of 66 of 100 on the Site Selection Score Sheet.**

Daily analysis shows there is approximately 4910 vehicles in the eastbound direction alone and approximately 428 vehicles were in violation, December of 2021. The average speed was over 7 mph above the speed limit, with the 85th percentile being +13mph.

Crash data shows there were 4 crashes at this intersection in a 6 month time frame.

This is considered moderate for a residential roadway.

Dolfield Boulevard @ Mill Centre Drive, Owings Mills (Precinct 3)

Evaluation requested by community members.

Targeted roadway would be 9700 block of Dolfield Boulevard, speed limit of 35 mph.

North and southbound directions are recommended for use of a speed camera, with a **score of 70 of 100 on the Site Selection Score Sheet.**

Daily analysis shows there is approximately 7600 vehicles in the southbound direction alone and approximately 1050 vehicles were in violation, July of 2020. The average speed was over 8 mph above the speed limit, with the 85th percentile being +14mph.

Crash data shows there were 4 crashes at this intersection in a 6 month time frame.

This is considered moderate for a residential roadway.

Impact of SB 530:

Enactment of Senate Bill 530 will allow the Baltimore County Police Department to add speed cameras to encourage motorists to slow down in residential areas where traffic data and citizen complaints show that speeding is a problem. This change in State law will allow the Police Department to use proven tools to improve public safety by reducing speed-related vehicle crashes in residential areas, for each camera location outside a school zone that is approved by the County Council. All the existing protections for automated traffic enforcement programs, including publishing locations for cameras, would apply.

Again, Senator Brooks and Senators Watson and Gile, thank you for introducing Senate Bill 530 and for the opportunity to express my support. I appreciate your thoughtful collaboration to promote public safety in Maryland.

Sincerely,

Robert O. McCullough/mzf

Robert O. McCullough
Chief of Police

SB530_BrooksB.pdf

Uploaded by: Benjamin Brooks

Position: FAV

BENJAMIN BROOKS
Legislative District 10
Baltimore County

Education, Energy, and the
Environment Committee

Energy Subcommittee

Chair, Joint Electric Universal
Service Program Workgroup



THE SENATE OF MARYLAND
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SB 530
Vehicle Laws – Speed Monitoring Systems – Residential Districts

Judicial Proceedings Committee
February 4, 2024

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

Thank you for the opportunity to testify before you on SB 530 Vehicle Laws - Speed Monitoring Systems - Residential Districts. The purpose of this bill is to localize decision making for installing new speed monitoring systems.

Under Maryland law, “speed monitoring systems” capture images of vehicles traveling 12 or more miles per hour (mph) above the posted speed limit. These systems have been shown to enhance roadway safety. A 7.5 year-long study conducted in Montgomery County assessed the impact of speed cameras on traffic safety. The study found a 62% reduction in the likelihood of vehicles exceeding the speed limit by more than 10 mph at monitored locations. Additionally, the analysis revealed a 39% decrease in the probability of crashes resulting in incapacitating or fatal injuries near the camera sites.

Speed monitoring systems play a critical role in enhancing community safety. Under current state law, local authorities may independently install speed monitoring systems within a half mile radius of a school zone. However, outside of these zones, all but three counties lack the authority to determine the placement of such devices and must seek approval from the state legislature. This limitation creates a significant gap for many Maryland residential neighborhoods that are not near a school zone, but still experience unsafe speeding and seek to implement speed cameras as a deterrent. SB530 grants all jurisdictions the same authority currently held by Anne Arundel, Montgomery and Prince George’s Counties to make localized decisions regarding the placement of speed monitoring systems. By extending this local control, the bill ensures that communities across Maryland can take proactive measures to improve traffic safety.

Speeding in residential areas possess a serious threat to motorists, personal property, and, most importantly, pedestrians. It is a public safety issue best addressed at the local level. Reducing speeds to safe levels should not be a matter of controversy when lives and well-being are at stake. SB530 empowers local officials to make informed decisions tailored to their communities, enhancing both public safety and the responsiveness of local governance.

For these reasons, I am requesting a favorable report on SB530.

With kindest regards,

A handwritten signature in cursive script that reads "Benjamin F. Brooks". The ink is dark and the handwriting is fluid, with a prominent loop at the end of the last name.

Benjamin Brooks

SB 530 - MML - FAV.pdf

Uploaded by: Bill Jorch

Position: FAV



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

TESTIMONY

February 4, 2025

Committee: Senate Judicial Proceedings Committee

Bill: SB 530 - Vehicle Laws - Speed Monitoring Systems - Residential Districts

Position: Favorable

Reason for Position:

The Maryland Municipal League supports SB 530, which would allow local governments statewide to place speed cameras in residential districts. This expanded authority enables this proven traffic safety device to be further deployed in areas with chronic reckless driving problems and vulnerable populations.

Numerous studies have shown that the presence of speed cameras reduces vehicular speed, accidents, and serious accidents. Currently, local governments are authorized to place speed cameras in residential districts in three counties and in school zones statewide. Both of these areas are highly populated with vulnerable road users, primarily children.

One of the most frequent concerns our municipal leaders hear from their constituents is speeding in their community and speed cameras are one of the best tools to curb vehicular speeding. This bill provides the option for local governments to expand this already successful program to residential districts statewide. Not every municipality will use this tool, but having this tool as an option will allow each municipality to determine if it is the right choice for their community.

For these reasons, the Maryland Municipal League respectfully requests a favorable report on Senate Bill 530. For more information, please contact Bill Jorch, Director, Public Policy and Research at billj@mdmunicipal.org. Thank you for your consideration.

The Maryland Municipal League uses its collective voice to advocate, empower and protect the interests of our 160 local governments members and elevates local leadership, delivers impactful solutions for our communities, and builds an inclusive culture for the 2 million Marylanders we serve.

47 State Circle, Suite 403 Annapolis, Maryland 21401
(410) 295-9100 www.mdmunicipal.org

SB 530 1-31-2025.pdf

Uploaded by: Deb Patterson

Position: FAV



January 31, 2025

Pikesville Township Association strongly supports the provisions of Senate Bill 530 which authorizes the use of speed monitoring systems in residential districts, extending their application statewide.

Traffic safety continues to be a growing concern that is, unfortunately, largely unaddressed in a proactive manner. Residential districts are home to families, children, and pedestrians, making it critical that speed limits are adhered to in order to prevent accidents. Speed monitoring systems can significantly enhance enforcement, serving as a deterrent to speeding and encouraging drivers to respect posted speed limits.

In addition, the use of these systems can assist underfunded and understaffed law enforcement agencies by providing consistent monitoring and reducing the need for manual speed checks. The days of Officer Smith sitting on the side of the road with a radar gun are well behind us. We must embrace efficient and effective alternative solutions that curb excessive speeding. We believe that this provision allows for one such alternative solution.

By expanding the ability to use speed monitoring systems statewide, we can create safer living environments for all residents, especially in neighborhoods that are vulnerable to high-speed traffic. We respectfully urge you to support Senate Bill 530. Thank you for your attention to this important matter, and our community looks forward to seeing further efforts to improve traffic safety on all roads.

Thank you,
Deb Patterson (410) 830-0989
President
Pikesville Township Association
pikesvilletownship@gmail.com

SB 530 2025 written testimony.pdf

Uploaded by: Jeff Myers

Position: FAV

Written Position of Jeff Myers on SB 530 of 2025

I am a Board Member of the Pot Spring Community Association in Timonium and its Immediate Past-President. It should not be news to you that speeding is out of control. It is invariably one of the top complaints of communities across the State. Reckless speeding is not only out of control on interstates. It is occurring throughout residential communities. Especially since Google Maps, etc. have drivers on congested roads using residential streets as short cuts. In my area people use Pot Spring Road as a thorough fare and routinely drive 20 to 30 miles per hour over the speed limit. We have had a number of serious accidents, which the Cockeysville police precinct can confirm. A couple years ago an accident was so severe that people had to be transported to Shock Trauma via helicopter. This on a 30-mph road.

At a community meeting called about the Pot Spring situation, County police officers and a senior traffic engineer told me that the only thing that will really slow down drivers is speed cameras, and then only if the camera boxes are left in place so drivers do not know when a camera has been moved to another location. Signs, striping, and medians only help so much, and speed bumps can only be installed in limited situations.

While SB 530 alone cannot solve this problem, it can be a significant contribution toward the solution or mitigation of the speeding crises. Counties need the flexibility to place speed cameras in areas other than school zones to end this madness. Montgomery and P.G. Counties have this power. The Insurance Institute for Highway Safety studied Montgomery County's program and found it to be effective:
<http://dx.doi.org/10.1080/15389588.2016.1189076>.

All counties should have the same resources to battle speeding as Montgomery and Prince Georges Counties. Our children and citizens are no less valuable than theirs. Please support 530.

Jeffrey Myers
3 Streamside Lane
Timonium Maryland 21093

SafeRoadsMD Support - SB 530.pdf

Uploaded by: John Seng

Position: FAV



**PLEASE SUPPORT
SB 530
“Vehicle Laws - Speed
Monitoring Systems -
Residential Districts”**

MARYLAND COALITION FOR ROADWAY SAFETY, INC. URGES YOUR SUPPORT FOR SB 530

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 on behalf of the Maryland Coalition for Roadway Safety to express our strong support for Senate Bill 530, “Vehicle Laws - Speed Monitoring Systems - Residential Districts,” a critical piece of legislation that will empower local jurisdictions to address the growing crisis of excessive speeding on Maryland’s roads.

As you know, speeding remains a leading cause of road crashes, injuries, and fatalities across Maryland. With law enforcement staffing declining and fewer road patrols available to deter reckless driving, more lives face lethal risk every day.

SafeRoadsMD represents stakeholders and residents across multiple Maryland counties who have long advocated for stronger local oversight in combatting dangerous speeding. We firmly believe in the use of speed camera systems and other technology to enhance road safety and reduce traffic-related tragedies. These bills provide a necessary and practical solution by allowing individual counties to determine where and how to implement speed cameras without requiring approval from other jurisdictions.

Currently, each county in Maryland must obtain a majority vote from delegates across the entire State to install speed cameras in their communities. This inefficient process hinders the ability of local governments to act swiftly in response to their specific road safety needs.

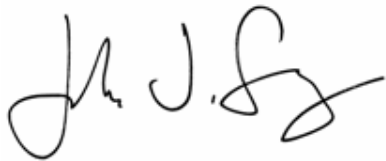
Maryland Coalition for Roadway Safety, Inc.
2127 Regina Terrace, Clarksburg, MD 20871 (202) 468-7682

SB 530 introduces a common-sense approach by eliminating this outdated requirement. Under the proposed legislation, counties will have sole authority to decide whether to implement speed cameras within their jurisdictions, ensuring that local leaders who best understand their communities' traffic safety challenges can take immediate and appropriate action.

By supporting SB 530, you will be endorsing a safer, more efficient approach to traffic enforcement, one that prioritizes local decision-making and public safety. We urge you to stand with us in protecting Maryland's road users and reducing preventable accidents caused by excessive speeding.

Thank you for your time and consideration. Please feel free to reach out if you have any questions or would like to discuss further how these bills will benefit Maryland communities.

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, Citizens Against Speeding board, Route 210 Traffic Safety Committee

MCPA-MSA SB530 Speed Monitoring Systems - Resident

Uploaded by: Samira Jackson

Position: FAV



Maryland Chiefs of Police Association

Maryland Sheriffs' Association



MEMORANDUM

TO: The Honorable William C. Smith, Jr., Chair and
Members of the Judicial Proceedings Committee

FROM: Darren Popkin, Executive Director, MCPA-MSA Joint Legislative Committee
Andrea Mansfield, Representative, MCPA-MSA Joint Legislative Committee
Samira Jackson, Representative, MCPA-MSA Joint Legislative Committee

DATE: February 4, 2025

RE: **SB 530 Vehicle Laws - Speed Monitoring Systems - Residential Districts**

POSITION: **SUPPORT**

The Maryland Chiefs of Police Association (MCPA) and the Maryland Sheriffs' Association (MSA) **SUPPORT SB 530**. This bill would authorize speed monitoring systems ("speed cameras") on highways in residential districts with a maximum posted speed limit of 35 miles per hour statewide, instead of current law that only authorizes residential speed cameras in Anne Arundel County, Montgomery County, and Prince George's County.

Under SB 530, speed cameras will be allowed to be used in specified residential area locations, outside of current law which limits these cameras to school zones. The installation of these speed cameras will have a positive effect state-wide as it aims to negate negative and dangerous driving behaviors. Speed is a huge factor in the damage sustained in vehicle crashes. These cameras tend to slow vehicles down significantly, which will lead to a reduction in crashes and motor vehicle incidents. These speed cameras also serve to enhance safety in residential neighborhoods, where citizens are typically walking, riding bikes, and spending time outside with their families and/or pets.

The enactment of SB 530 allows police departments throughout the state to add speed cameras to encourage motorists to slow down in residential areas, where speeding is a problem. Additionally, the use of automated enforcement with speed cameras reduces the risks that are inherent during police traffic stops. Speed cameras have been an effective tool used to improve public safety by reducing speed-related vehicle crashes in residential areas. For these reasons, MCPA and MSA **SUPPORT SB 530** and urge a **FAVORABLE** committee report.

SB0530-JPR_MACo_SUP.pdf

Uploaded by: Sarah Sample

Position: FAV



Senate Bill 530

Vehicle Laws – Speed Monitoring Systems – Residential Districts

MACo Position: **SUPPORT**

To: Judicial Proceedings Committee

Date: February 4, 2025

From: Sarah Sample

The Maryland Association of Counties (MACo) **SUPPORTS** SB 530. This bill authorizes statewide use of speed monitoring devices in residential districts under certain circumstances and only when enabled by a local ordinance. These changes could help promote safety and deter aggressive, reckless, and negligent driving, particularly in areas with families and children.

More frequently than ever, horrific traffic accidents have claimed the lives or good health of Maryland residents. Vehicle drivers and passengers aren't the only ones in danger – pedestrians and cyclists alongside the roadways are also at risk of harm or death. In the instance outlined in SB 530, potential pedestrian victims are often children playing and people simply trying to enjoy the day-to-day activities in their neighborhoods.

Research has shown that penalties for speeding have the potential to change behavior and drive down the number of violations over time. Counties believe having the authority to use automated enforcement for speeding in residential areas will further accountability, particularly in these sensitive locations. When deployed in a targeted way, these systems can and will save lives.

Not only does SB 530 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 530.

SB0530 - SHA - LOI - Vehicle Laws - Speed Monitori

Uploaded by: Patricia Westervelt

Position: INFO

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,

April King
Acting Director
Office of Government Affairs
Maryland State Highway Administration
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Matthew Mickler
Director
Office of Government Affairs
Maryland Department of Transportation
410-865-1090