



March 26, 2026

Representative Marc Korman
Chairman
House Committee on Environment & Transportation
Maryland House of Delegates
6 Bladen Street
Annapolis, MD 21401
Sent via email

RE: Support for Senate Bill 487 – Motor Vehicles – Speed Monitoring Systems – Safety Corridors
(Vulnerable Road User Protection Act of 2026)

Dear Chair and Members of the Committee:

On behalf of the National Safety Council (NSC), I respectfully submit this letter in strong support of Maryland Senate Bill 487, the Vulnerable Road User Protection Act of 2026. This legislation expands the use of proven, data-driven speed management tools in roadway corridors where pedestrians, bicyclists and other vulnerable road users face a heightened risk of serious injury or death.

NSC is America's leading nonprofit safety advocate and has worked for over 110 years to eliminate preventable deaths and injuries on the nation's roadways. Speeding remains one of the most persistent and dangerous contributing factors in traffic crashes and continues to disproportionately harm those traveling outside of a motor vehicle.

According to NSC *Injury Facts*[®], speeding is involved in nearly one-third of all motor vehicle crash fatalities nationwide, contributing to the loss of more than 12,000 lives in 2023 alone.¹ Speed reduces a driver's reaction time and dramatically increases the kinetic energy transferred in a collision, resulting in both an increased likelihood of a crash occurring and increased severity of injuries when a crash happens.²

Maryland's experience reflects—and in some cases exceeds—these national trends. In 2023, approximately 30% of all traffic fatalities in Maryland involved speeding, resulting in 187 lives lost.³ Over the past decade, speeding-related fatalities in the state increased by roughly 40%, underscoring the urgent need for effective and scalable countermeasures.⁴ The impact of speeding

¹ <https://injuryfacts.nsc.org/motor-vehicle/motor-vehicle-safety-issues/speeding/>

² https://www.nsc.org/road/safer-speeds?srsId=AfmBOooQ7GY9PA7uHjDrEgW8deWf-DXHTjE5wQ_xqTcMORD9GSUzPh1s

³ <https://cdan.dot.gov/SASJobExecution/>

⁴ Id.

is particularly devastating for vulnerable road users. Nationally, pedestrian fatalities have increased by more than 75% since 2010, a trend that NSC has identified as one of the most serious emerging road safety challenges.⁵ In Maryland, fatalities among vulnerable road users have risen at an even faster rate: Pedestrian deaths increased by 58%, while bicyclist and other cyclist fatalities grew by approximately 200% between 2014 and 2023.⁶ These stark increases demonstrate that traditional approaches alone are insufficient to address the risks facing people who walk and bike on Maryland's roads.

Vehicle speed plays a decisive role in whether a crash is survivable. Research from the AAA Foundation for Traffic Safety shows that a pedestrian struck by a vehicle traveling at 40 miles per hour faces a fatality risk more than four times higher than if struck at 30 miles per hour.⁷ Reducing speed in areas with high pedestrian and bicyclist activity is therefore one of the most effective ways to prevent severe and fatal injuries.

Automated speed enforcement is a proven safety countermeasure that NSC strongly supports. NSC recognizes automated enforcement as an evidence-based strategy shown to reduce speeding, lower crash rates and decrease injuries and fatalities, particularly when deployed in clearly defined, high-risk locations.⁸ Speed monitoring systems also complement traditional enforcement by improving compliance without requiring traffic stops, thereby enhancing safety for motorists and law enforcement officers alike.

Senate Bill 487 reflects these best practices by authorizing speed monitoring systems only within safety corridors identified through a vulnerable road user safety assessment conducted pursuant to federal law.⁹ This targeted approach ensures that enforcement is focused on roadway segments with demonstrated risk, rather than applied broadly or indiscriminately. The bill further incorporates Maryland's established safeguards for notice, signage, citation review and adjudication, while directing revenues toward appropriate transportation and safety purposes.¹⁰

NSC firmly believes that protecting vulnerable road users and reducing excessive speed must be core components of a comprehensive roadway safety strategy. By expanding access to proven speed safety technology in areas where the risk of serious harm is highest, Senate Bill 487 represents a meaningful, data-driven step toward preventing injuries and saving lives across Maryland.

⁵ <https://injuryfacts.nsc.org/motor-vehicle/road-users/pedestrians/>

⁶ <https://cdan.dot.gov/SASJobExecution/>

⁷ https://www.nsc.org/getattachment/f086f0e3-7208-4ed5-bb3c-1f2890edc169/t-speeding-148?srsId=AfmBOoq3fwN7TDN6Wi0eGEwtdqzDxy7ckJlxOKDc_WKnBnNdFL1KZljH#:~:text=AAA%20Foundation%20for%20Traffic%20Safety,of%202.8%20percentage%20points.7

⁸ <https://www.nsc.org/road/safer-speeds>

⁹ <https://mgaleg.maryland.gov/2026RS/bills/sb/sb0487f.pdf>

¹⁰ Id.



For these reasons, the National Safety Council respectfully urges the Senate Judicial Proceedings Committee to issue a favorable report on Senate Bill 487.

Thank you for your leadership and continued commitment toward ensuring roadway safety in Maryland. NSC stands ready to assist the Committee with technical support, education materials and implementation of best practices. If you have any questions, or if NSC can be of further assistance on this issue, please contact State Government Affairs Manager Juan Carlos Payero at juancarlos.payero@nsc.org or (202) 679-5734.

Sincerely,

A handwritten signature in black ink that reads "Lorraine Martin". The signature is written in a cursive style.

Lorraine Martin
CEO

Cc: Members of the House Committee on Environment & Transportation
Senator Shaneka Henson