

# **CSG MD HB256 Vulnerable Road User testimony.pdf**

Uploaded by: Bill Pugh

Position: FAV

**Testimony on HB 256  
Vulnerable Road User Protection Act of 2026  
House Environment & Transportation Committee**

**Date: February 10, 2026**

**Position: SUPPORT**

The Coalition for Smarter Growth supports **HB 256 Vulnerable Road User Protection Act of 2026**. Our organization advocates for walkable, bikeable, inclusive, and transit-oriented communities as the most sustainable and equitable way for the Washington, DC region to grow and provide opportunities for all. We work extensively in suburban Maryland, focused on Montgomery and Prince George's counties.

The **Vulnerable Road User Protection Act** will provide a needed data-driven approach to safety that aligns with Maryland's Vision Zero commitment to eliminate traffic deaths. A quarter of Maryland traffic deaths involved people walking or biking.

**Pedestrians in the Washington, DC region are twice as likely to be killed as they were a decade earlier, even after a modest decline in fatalities last year.** Prince George's County, in particular, has one of the highest rates of traffic fatalities in the state, with 97 total traffic deaths last year. Major injuries for pedestrians and bicyclists are also a major concern in Montgomery and Prince George's counties.

We specifically support HB 256 because the proposed legislation:

- **Targets high risk areas.** By authorizing the State Highway Administration (SHA) and authorized local jurisdictions to use speed monitoring systems in safety corridors, this bill focuses enforcement where it's needed most – in designated high-risk areas for pedestrians and cyclists.
- **Takes a proactive approach to improve safety for vulnerable road users.** HB 256 utilizes automated enforcement to prevent collisions before they occur. The Federal Highway Administration reports that fixed camera units can reduce crashes on arterial corridors by up to 54 percent.
- **Holds motorists accountable for dangerous driver behavior.** HB 256 ensures that drivers who operate at dangerous speeds in critical,

We ask for a **favorable report for HB 256** by the committee. Thank you.

**ggwashcommentsonhb256.pdf**

Uploaded by: Dan Reed

Position: FAV



Chair Marc Korman  
and Members, Environment and Transportation Committee  
House Office Building  
6 Bladen Street  
Annapolis, Maryland 21401

February 12, 2026

**House Bill 256 – Vulnerable Road User Protection Act – Favorable**

Dear Chair Korman and Members of the Environment and Transportation Committee:

My name is Dan Reed and I serve as the Maryland Policy Director for Greater Greater Washington, a nonprofit that works to advance sustainability and equity in housing, land use, and transportation throughout Greater Washington and beyond. **GGWash strongly supports House Bill 256, the Vulnerable Road User Protection Act.**

As written, this bill would authorize the State Highway Administration and local jurisdictions to use traffic cameras in designated high-risk areas for pedestrians and bicyclists. This will help prevent collisions before they occur, and crucially holds motorists accountable for their behavior.

According to the Maryland Department of Transportation (MDOT), over 570 people were killed on Maryland roads in 2024, a quarter of whom were walking or bicycling. [Speed is a key factor](#) in these crashes, whether you're in a car or outside of a car, and at higher speeds [the chance of serious or injury rises dramatically](#), especially for [seniors and children](#).

Allowing traffic cameras in the areas where we know crashes are more likely to happen will help save lives, and we urge the Environment and Transportation Committee for a favorable report.

Sincerely,

A handwritten signature in black ink that reads 'Dan Reed'.

Dan Reed  
Maryland Policy Director

The Washington, DC region is great and it can be greater.

**HB0256\_MDSierraClub\_fav\_12Feb2026.docx (1).pdf**

Uploaded by: Lindsey Mendelson

Position: FAV



# SIERRA CLUB

## MARYLAND CHAPTER

P.O. Box 278  
Riverdale, MD 20738

**Committee:** Environment and Transportation Committee  
**Testimony on:** HB 256, Motor Vehicles – Speed Monitoring Systems – Safety Corridors  
(Vulnerable Road User Protection Act of 2026)  
**Position:** Favorable  
**Hearing Date:** February 12, 2026

The Maryland Chapter of the Sierra Club urges a favorable report on HB 256 with suggested amendments. The bill would let the State Highway Administration (SHA) use speed cameras in areas determined to be high risk to vulnerable road users. It requires the fines to be used for these speed cameras first, then highway safety and repairs.

Protecting pedestrians, bicyclists, wheelchair users, and other vulnerable road users who are engaging in more sustainable modes of transportation is crucial to creating a sustainable, multi-mobility transportation system.

Speed matters. People hit by a car at 40mph are killed about 85% of the time but are only killed about 5% of the time by a car at 20mph, according to National Highway Traffic Safety Administration (NHTSA) research. The number of Marylanders injured or killed by car crashes while walking has been steadily increasing since 2020. Specifically, walking has suffered an 18% increase in deaths and 25% increase in injuries from 2020 to 2023, according to MDOT's Zero Deaths dashboard. These deaths and serious injuries are preventable tragedies. Recently, the City of Helsinki, Finland, with a population of nearly 700,000 people, went an entire year without any road deaths, providing a model for safe streets.

In addition to tragic loss of life, these crashes have a negative impact on the state economy. The non-profit organization TRIP calculated that Maryland took on \$8.1 billion of economic burden from all the fatal and serious crashes in 2024. Given that 1 in 4 people killed by crashes in Maryland are pedestrians, HB 256's measures to reduce unsafe speeding would more than pay for itself, even without the bill's measure redirecting violation penalties to pay for the systems.

### **This bill would be greatly improved with a couple of amendments:**

Currently, HB 256 requires that leftover funds from violations be used for a) highway safety purposes and b) state highway administration system preservation. Because "highway safety purposes" has often been interpreted as "safety for drivers" at the expense of other road users, we urge the language be amended to "vulnerable road user safety purposes" and either remove "system preservation" or amend it to "state highway administration system preservation that results in updates to the road design that improves the safety of vulnerable road users."

The bill also mandates that violation income beyond what pays for the speed camera systems shall be directed to the Transportation Trust Fund. However, because SHA does not maintain any Baltimore City roads, the entire city road network would be excluded from the leftover funds. As such, we strongly suggest the bill be amended to direct the funds leftover from Baltimore speed camera expenditures back to high-risk areas in the city.

For these reasons, we urge a favorable report on HB 256 with the suggested amendments.

Founded in 1892, the Sierra Club is America's oldest and largest grassroots environmental organization. The Maryland Chapter has over 70,000 members and supporters, and the Sierra Club nationwide has over 800,000 members and nearly four million supporters.

Chris Guinnup  
Member, Transportation Committee  
[christopher.guinnup@gmail.com](mailto:christopher.guinnup@gmail.com)

Josh Tulkin  
Chapter Director  
[Josh.Tulkin@MDSierra.org](mailto:Josh.Tulkin@MDSierra.org)

**HB 256\_MTBMA\_FAV.pdf**

Uploaded by: Michael Sakata

Position: FAV



February 12, 2026

Delegate Marc Korman, Chair  
House Environment and Transportation Committee  
250 Taylor House Office Building  
Annapolis, MD 21401

**RE: HB 256 – FAVORABLE – Motor Vehicles – Speed Monitoring Systems – Safety Corridors (Vulnerable Road User Protection Act of 2026)**

Dear Chair Korman 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 250 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.

On behalf of MTBMA we are writing to express our strong support for House Bill 256, the Vulnerable Road User Protection Act of 2026. Our organization is deeply concerned about the rising number of fatalities and serious injuries on our roadways, particularly among pedestrians, cyclists, and other vulnerable road users.

HB 256 is a proactive, data-driven approach to safety that aligns with Maryland’s Vision Zero commitment to eliminate traffic deaths. We specifically support HB 256 because the proposed legislation:

- **Targets high risk areas.** By authorizing the State Highway Administration (SHA) and authorized local jurisdictions to use speed monitoring systems in safety corridors, this bill focuses enforcement where it’s needed most – in designated high-risk areas for pedestrians and cyclists.
- **Takes a proactive approach to improve safety for vulnerable road users.** HB 256 utilizes automated enforcement to prevent collisions *before* they occur. [The Federal Highway Administration](#) reports that fixed camera units can reduce crashes on arterial corridors by up to 54 percent.
- **Holds motorists accountable for dangerous driver behavior.** HB 256 ensures that drivers who operate at dangerous speeds in critical, identified corridors are held accountable. It will make roadways safer for us all.

According to the Maryland Department of Transportation (MDOT), more than 570 people lost their lives on Maryland roads in 2024. A quarter of those deaths involved people who were walking or



biking. Allowing the use of speed monitoring systems in designated safety corridors is a critical step in reversing this trend.

We strongly urge the committee to provide a **favorable report** on HB 256. Thank you for your leadership in protecting all users on Maryland's roadways.

Thank you,

A handwritten signature in black ink, appearing to read 'Michael Sakata', is written over a thin horizontal line.

Michael Sakata  
President and CEO  
Maryland Transportation Builders and Materials Association

**P HB256 Written Testimony.pdf**

Uploaded by: Mindy Badin

Position: FAV

**Please Support HB 256 - Motor Vehicles - Speed Monitoring  
Systems - Safety Corridors  
(Vulnerable Road User Protection Act of 2026)**

February 12, 2026

To:

Honorable Delegate Marc Korman, Chair  
Honorable Delegate Michele Guyton, Vice Chair  
Environment and Transportation Committee  
Maryland General Assembly  
Taylor House Office Building, Room 251  
Annapolis, MD 21401

From:

Mindy Badin  
4212 Charley Forest Street  
Olney, MD 20832  
[minbad001@yahoo.com](mailto:minbad001@yahoo.com)

Dear Chair Korman, Vice Chair Guyton, and Members of the Maryland House Environment and Transportation Committee:

In January of 2020, my son Brett was killed while crossing the street. He was doing what so many people routinely do every day; now my family is forever changed and my broken heart will never be healed.

The road where Brett was killed is part of a High Injury Network - a roadway where a disproportionate number of serious crashes occur, and pedestrians and bicyclists are at a heightened risk. Speed is one of the most significant factors in both the likelihood and severity of crashes; even small increases in speed dramatically raise the risk of death or serious injury. Speed cameras are a proven tool to address the speeding problem. Drivers respond to speed cameras by lowering their speeds, resulting in fewer crashes and fewer deaths.

Under current law, many of the roads most in need of speed enforcement are ineligible for speed cameras, despite safety concerns. House Bill 256 would correct this gap by authorizing the State Highway Administration and local jurisdictions to use speed monitoring systems to create safety corridors. This bill takes a proactive approach to improve safety for vulnerable road users, and holds motorists accountable for reckless driving and speeding.

House Bill 256 will save lives by preventing crashes, and it will spare other families from the pain my family lives with every day. Please give SHA and local governments the ability to slow traffic on the most dangerous roads before more lives are lost.

I urge the committee to issue a favorable report on House Bill 256. This legislation will prevent injuries, save lives, and make Maryland's streets safer for everyone.

Thank you for your time and consideration.

Sincerely,  
Mindy Badin

**BikeMD\_HB256-FAV-20260210.pdf**

Uploaded by: Nigel Samaroo

Position: FAV



February 10, 2026

The Honorable Marc Korman  
Chair, Environment and Transportation Committee  
250 Taylor House Office Building  
Annapolis, MD 21401

***HB 256 – Motor Vehicles – Speed Monitoring Systems – Safety Corridors (Vulnerable Road User Protection Act of 2026)***

**POSITION: FAVORABLE**

Dear Chair Korman and Committee Members:

My name is Nigel Samaroo, and I am submitting this testimony on behalf of Bike Maryland and a statewide coalition of advocates **in strong support of House Bill 256, the Vulnerable Road User Protection Act of 2026.**

We are very concerned about the rising number of fatalities and serious injuries on our roadways, particularly among pedestrians, bicyclists, and other vulnerable road users.

HB 256 is a proactive, data-driven approach to safety that aligns with Maryland's Vision Zero commitment to eliminate traffic deaths.

We specifically support HB 256 because the proposed legislation:

- **Targets high risk areas.** By authorizing the State Highway Administration (SHA) and authorized local jurisdictions to use speed monitoring systems in safety corridors, this bill focuses enforcement where it's needed most – in designated high-risk areas for pedestrians and bicyclists.
- **Takes a proactive approach to improve safety for vulnerable road users.** HB 256 utilizes automated enforcement to prevent collisions *before* they occur. [The Federal Highway Administration](#) reports that fixed camera units can reduce crashes on arterial corridors by up to 54 percent.
- **Holds motorists accountable for dangerous driver behavior.** HB 256 ensures that drivers who operate at dangerous speeds in critical, identified corridors are held accountable. It will make roadways safer for us all.

According to the Maryland Highway Safety Office (MHSO) Fatal Crash Dashboard, more than 470 people lost their lives on Maryland roads in 2025, that included 95 pedestrians, 48 motorcyclists and 10 bicyclists. Of the total number of fatalities reported, 93 of those deaths were speed related. The US Department of Transportation Federal Highway Administration (FHWA) as part of its Proven Safety Countermeasures initiative (PSCi) for reducing roadway fatalities and serious injuries on the Nation's highways recommends Speed Safety Cameras ([FHWA's Proven Safety Countermeasures](#)).

Allowing the use of speed monitoring systems in designated safety corridors is a critical step in reversing this trend.

Bike Maryland and the coalition of advocates listed below urge the Committee to recognize the profound safety benefits of this bill and to vote **FAVORABLE** on HB256. Maryland's bicyclists, pedestrians, and all who share our roads deserve a transportation system where accountability is the norm and safety is the expectation.

Thank you for your consideration,  
Nigel Samaroo, MPH  
Board of Directors, Bike Maryland

**Baltimore Bicycling Club (BBC)**  
**Baltimoreans for People Oriented Places (BaltPOP)**  
**Bicycle Advocates for Annapolis & Anne Arundel County (BikeAAA)**  
**Bike Harford**  
**Bike Maryland**  
**Bikemore**  
**Bike HoCo**  
**Frederick Bicycle Coalition**  
**Maryland Eastern Shore Trail Network**  
**Washington Area Bicyclist Association (WABA)**

# **SB 487 HB 256 Support House Environment and Transp**

Uploaded by: Omar Masood

Position: FAV



February 10, 2026

The Honorable Marc Korman, Chair  
The Honorable Michele Guyton, Vice Chair  
House Environment and Transportation Committee  
Maryland General Assembly  
6 Bladen Street  
Annapolis, Maryland 21401

Dear Chair Korman and Vice Chair Guyton:

Advocates for Highway and Auto Safety (Advocates), an alliance of consumer, safety, medical, public health and law enforcement groups and insurance companies working together to pass highway and auto safety laws that prevent crashes, save lives, reduce injuries, and contain costs, supports enactment of Senate Bill (SB) 487/House Bill (HB) 256. This legislation expands state and local use of speed safety cameras to roadway segments identified as safety corridors due to being high risk for vulnerable road users (VRUs). We urge you to take swift action to expand use of this proven, lifesaving technology to curb speeding and the deadly consequences.

In 2024, there were an overall estimated 579<sup>1</sup> traffic fatalities in Maryland, which is an 11 percent increase from 2015 to 2024.<sup>2</sup> Speeding is a major contributor to traffic fatalities as 30 percent of the fatalities in 2023 (187 lives lost) involved speeding and speeding related fatalities increased 40 percent from 2014 to 2023.<sup>3</sup> The increase in fatalities for VRUs was even greater during the same period with fatalities among pedestrians rising 58 percent and among bicyclists and other cyclists by 200 percent.<sup>4</sup> In addition, Maryland incurs approximately \$5.9 billion in economic harm annually due to motor vehicle crashes according to a 2019 analysis.<sup>5</sup> This is equivalent to a “crash tax” of \$977 per resident each year.<sup>6</sup> When updated for inflation alone, in 2025, costs would equate to approximately \$7.5 billion.<sup>7</sup> Traffic safety is a serious and costly issue in urgent need of proven solutions.

Small increases in speed cause serious declines in safety. Crash tests show that speed upticks of even five to ten miles-per-hour (mph) greatly escalate a driver’s risk of injury or death.<sup>8</sup> Speed increases also immensely impact pedestrians and other VRUs. The average risk of death for a pedestrian is 10 percent at an impact speed of 23 mph, 25 percent at 32 mph, and 50 percent at 42 mph.<sup>9</sup> Further, drivers who speed have been shown to exhibit additional deadly driving behaviors; more than half (51 percent) of speeding passenger vehicle drivers in fatal crashes were unbuckled, compared to 23 percent of non-speeding drivers.<sup>10</sup>

Speed safety cameras are verified to deter speeding and its impact and are recommended for adoption by the National Transportation Safety Board (NTSB) and the Federal Highway Administration (FHWA), among others.<sup>11</sup> A study by the Insurance Institute for Highway Safety (IIHS) found that speed safety cameras alone resulted in a 19 percent reduction in the likelihood that a crash caused a fatal or incapacitating injury.<sup>12</sup> Similarly, the U.S. Department of Transportation (DOT) found that automated speed enforcement reduces fatalities and injuries by 20-37 percent and is particularly effective in school and construction zones.<sup>13</sup> A study by Carnegie Mellon University of speed safety cameras in Philadelphia, PA found a 90 percent reduction in speeding and an approximately 50 percent decrease in crashes and injuries relative to the most similar arterials, all arterials and local roads in Philadelphia.<sup>14</sup> Furthermore, the Infrastructure Investment and Jobs Act (Pub. L. 117-58) permits use of certain federal funds for automated enforcement programs in school and work zones.

Law enforcement risk their lives when performing their duties every day. Yet, it is implausible for law enforcement officers to be everywhere and catch every violation. Speed safety cameras augment traditional enforcement without requiring a traffic stop and will improve safety in safety corridors.

Advocates urges you to support SB 487/HB 256 to protect VRUs and others and save lives.

Sincerely,

Catherine Chase, President

cc: House Environment and Transportation Committee members

---

- 1 Traffic Safety Facts: Crash Stats, Early Estimate of Motor Vehicle Traffic Fatalities in 2024, NHTSA, April 2025, DOT HS 813 710, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813710>.
- 2 State Traffic Safety Information for Maryland, NHTSA, available at <https://cdan.dot.gov/stsi.htm>.
- 3 State Traffic Safety Information for Maryland, NHTSA, available at <https://cdan.dot.gov/STSI/stsi.htm>.
- 4 State Traffic Safety Information for Maryland, NHTSA, available at <https://cdan.dot.gov/STSI/stsi.htm>.
- 5 The Economic and Societal Impact of Motor Vehicle Crashes, 2019, NHTSA, Feb. 2023, DOT HS 813 403, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403>.
- 6 The Economic and Societal Impact of Motor Vehicle Crashes, 2019, NHTSA, Feb. 2023, DOT HS 813 403, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403>.
- 7 CPI Inflation Calculator, BLS, Jan. 2019 to Jan. 2025, available at <https://data.bls.gov/cgi-bin/cpicalc.pl>.
- 8 Impact of Speeds on Drivers and Vehicles – Results from Crash Tests, AAA Foundation for Safety, Humanetics, and IIHS, Jan. 2021, available at <https://www.iihs.org/api/datastoredocument/bibliography/2218>.
- 9 Impact Speed and a Pedestrian’s Risk of Severe Injury or Death, AAA Foundation for Traffic Safety, Sep. 2011., available at <https://aaaafoundation.org/wp-content/uploads/2018/02/2011PedestrianRiskVsSpeedReport.pdf>.
- 10 Traffic Safety Facts 2021 Data: Speeding, NHTSA, Jul. 2023, DOT HS 813 473, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813473>.
- 11 Reducing Speeding-Related Crashes Involving Passenger Vehicles, NTSB, July 2017, SS-17-01, available at <https://www.ntsb.gov/safety/safety-studies/Documents/SS1701.pdf>.
- 12 Effects of Automated Speed Enforcement in Montgomery County Maryland on Vehicle Speeds, Public Opinion and Crashes, IIHS; available at <https://www.iihs.org/topics/bibliography/ref/2097>.
- 13 Speed Safety Camera Program Planning and Operations Guide, Federal Highway Administration, January 2023, available at [Speed Safety Camera Program Planning and Operations Guide](#).
- 14 Evaluating the Effectiveness of Urban Speed Cameras on Traffic Safety in a Period of Dramatic Change, Carnegie Mellon University, July 2024, available at [https://ppms.cit.cmu.edu/media/project\\_files/Guerra\\_Erick\\_420.pdf](https://ppms.cit.cmu.edu/media/project_files/Guerra_Erick_420.pdf).

# **HB0256 - LOS - SHA - ASE in VRU Corridors.pdf**

Uploaded by: Patricia Westervelt

Position: FAV

February 12, 2026

The Honorable Marc Korman  
Chair, Environment and Transportation Committee  
250 Taylor House Office Building  
Annapolis, MD 21401

***RE: Letter of Support – House Bill 256 – Motor Vehicles – Speed Monitoring Systems – Safety Corridors (Vulnerable Road User Protection Act of 2026)***

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) offers the following letter in support of House Bill 256.

HB 256 authorizes the State Highway Administration (SHA) to use automated speed enforcement (ASE) in corridors identified as high risk for vulnerable road users (VRUs)<sup>1</sup> based on a quantitative evaluation published in the Vulnerable Road User Safety Assessment. The VRU Safety Assessment analyzes crash data and stakeholder input on both state and local roads. The Assessment is required by the Federal Highway Administration (FHWA) pursuant to the federal Infrastructure Investment and Jobs Act (IIJA) under Title 23, Section 148 of the U.S. Code and is updated as part of the published Maryland Strategic Highway Safety Plan.

HB 256 additionally authorizes local jurisdictions, with existing local enabling legislation, to install ASE in the identified safety corridors and requires SHA to consult with local jurisdictions in determining the placement of cameras on state routes. The SHA will not install VRU ASE on the corridor if the local jurisdiction has local enabling legislation and pursues the use of ASE first. In the case with locally requested operation, the SHA will permit the system within SHA right-of-way (ROW), but the system will be operated by the local jurisdiction.

Furthermore, HB 256 provides for the operation and management of these systems, as well as the distribution and use of funds generated by the civil penalties. The penalties follow the tiered fine structure enacted by the General Assembly in the 2025 Session. The bill also incorporates the data privacy protections that were enacted last session.

The FHWA has identified ASE as a proven safety countermeasure<sup>2</sup> in areas of high risk to vulnerable road users. Maryland is committed to the goal of Vision Zero by 2030, which requires the SHA to work with local and state partners to implement smart and safety focused solutions to reduce serious injuries and fatalities on our roadways.

---

<sup>1</sup> 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.

<sup>2</sup> Refer to [https://highways.dot.gov/sites/fhwa.dot.gov/files/Speed%20Safety%20Cameras\\_508.pdf](https://highways.dot.gov/sites/fhwa.dot.gov/files/Speed%20Safety%20Cameras_508.pdf).

The Honorable Marc Korman  
Page Two

Deaths from crashes involving pedestrians and bicycles are preventable. Speeding contributes to over one-third of all fatal crashes nationwide, with a disproportionate amount of those crashes involving pedestrians. In 2024, 570 people died on Maryland roads, and 170 (30%) of those were vulnerable road users. The FHWA Safe System approach acknowledges that humans make mistakes – motorists, cyclists, and pedestrians. However, deaths from these human errors can be avoided when safer speeds are properly maintained, giving drivers more time to slow or stop. According to research reported by USDOT, the risk of a crash resulting in a pedestrian fatality increases with speed and is as high as 90 percent at speeds of 40 mph and over, while in contrast pedestrians have a 90 percent survival rate at speeds of 20 mph or lower. Slowing down vehicles using speed safety cameras – especially in areas designated as high risk – will protect and ultimately save the lives of vulnerable road users.

The Report on Speed Monitoring in School Zones<sup>3</sup> provides numerous detailed examples from Maryland counties along with national and international research studies, demonstrating the safety benefits of speed safety camera programs on reducing crashes, lowering prevailing speeds, saving lives, and reducing camera citations over time. 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.

Finally, MDOT notes that HB 256 requires that any revenue collected through the SHA's use of 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. As required in existing law, any revenue generated by local jurisdictions can be used solely for public safety purposes, including pedestrian safety programs.

The Maryland Department of Transportation respectfully requests the Committee consider this information and issue House Bill 256 a favorable report.

Respectfully submitted,

William Pines, P.E.  
Administrator  
Maryland State Highway Administration  
410-545-0400

Matthew Mickler  
Director, Office of Government Affairs  
Maryland Department of Transportation  
410-865-1090

---

<sup>3</sup> Refer to Report on Speed Monitoring Systems in School Zones in response to HB 182, Ch. 505, 2025.

# **AAA FINAL Testimony in Support of HB 256 - Vulner**

Uploaded by: Ragina Ali

Position: FAV



**AAA Mid-Atlantic's Testimony in SUPPORT of HB 256  
Motor Vehicles - Speed Monitoring Systems - Safety Corridors  
(Vulnerable Road User Protection Act of 2026)**

***Sponsor: Chair, Environment and Transportation Committee  
(By Request - Departmental - Transportation)***

- AAA Mid-Atlantic supports HB 256, the [Vulnerable Road Users Protection Act of 2026](#).
- Maryland Governor Wes Moore [announced last week](#) that more than 480 people were killed on Maryland roadways in 2025.
- One hundred and sixteen of those fatalities involved pedestrians or bicyclists, a significant (33%) decline from 2024, but still far too many deaths.
- Permitting speed monitoring systems in designated safety corridors is a critical step toward continuing this downward trend.
- AAA has supported Maryland's automated speed enforcement efforts for more than two decades, working with the legislature in 2005 to launch the state's first pilot program in residential areas and school zones in Montgomery County.
- We believe automated enforcement, when used as part of a comprehensive traffic safety strategy - including data, plays a vital role in improving safety and influencing driver behavior.
- By authorizing the State Highway Administration (SHA) and approved localities to deploy speed monitoring systems in designated safety corridors, this bill allows enforcement resources to be focused on areas with the highest risk to pedestrians and cyclists.
- HB 256 uses automated enforcement as a driven approach to prevent crashes before they occur. The Federal Highway Administration [reports](#) that fixed camera systems can reduce crashes on arterial corridors by up to 54 percent.
- This legislation will hold drivers accountable for dangerous speeding in critical corridors, helping make Maryland's roadways safer for all users—especially those most vulnerable.
- For these reasons, we respectfully urge the Committee to give **HB 256 a favorable report**.

***Contacts:***

*Ragina C. Ali, AAA Club Alliance  
Public and Government Affairs Manager  
443.465.5020*

*Marty Lostrom, GS Proctor & Associates  
Associate  
202.368.3859*

# **HB0256 Ronza Othman NFB FAV**

Uploaded by: Ronza Othman

Position: FAV



*Live the life you want.*

From: Ronza Othman, President  
National Federation of the Blind of Maryland  
15 Charles Plaza, #3002  
Baltimore, MD 21201 [president@nfbmd.org](mailto:president@nfbmd.org)

To: House Environment and Transportation Committee

The members of the National Federation of the Blind of Maryland urge the House Environment and Transportation Committee to give a favorable report to HB0256.

Our organization's membership consists of blind Marylanders, many of whom are intrepid travelers, and many of whom wish to learn to travel. Unlike sighted pedestrians, blind pedestrians are unable to use vision, and thus often travel with long white canes, guide dogs, or other alternative techniques. Sighted pedestrians can learn pedestrian safety by observing, but blind travelers must receive specialized instruction called Orientation and Mobility (O&M). Because this type of instruction is highly specialized, blind travelers must start learning cane skills when we are young if possible, or as early as possible into our blindness journeys, and the instruction continues until we feel confident in our abilities. However, due to the specialized nature of O&M instruction, we may only receive as little as an hour of instruction per week, sometimes less.

Blind and low vision individuals would particularly benefit from this bill because, as pedestrians, we are at the mercy of drivers who frequently don't adhere to posted speed limits. This results in decreased safety as we move about our communities. We depend on sound to cross streets, follow traffic in areas where we must walk on the shoulder due to lack of sidewalks, and when our ability to hear or nonvisually discern traffic is obstructed. Drivers who fail to drive within the speed limit are problematic in all of the obvious ways, but also because when we make decisions about crossing, walking, and other navigation, we are assuming they are driving at the regular rate of speed; thus, when they are travelling faster, we don't know this until we are hurt by these drivers.

Speed monitoring systems are necessary for traffic speed enforcement. Police officers cannot be everywhere, and these systems make it so they don't have to be. Moreover, they serve as a natural deterrence to speeding.

These systems have evolved such that privacy is protected. We use similar systems throughout the state for toll way monitoring, bus lane monitoring, and for red light enforcement.

For this reason, we ask for a favorable report on HB0256. For questions, please contact me at [President@nfbmd.org](mailto:President@nfbmd.org) or at 443-426-4110.



# **ACECMD - 2026 Testimony -HB256 - Motor Vehicles –**

Uploaded by: Rory Murray

Position: FAV



Hon. Marc Korman  
Appropriations Committee  
250 Taylor House Office Building  
Annapolis, Maryland 21401

**RE: HB256 - Motor Vehicles – Speed Monitoring Systems – Safety Corridors (Vulnerable Road User Protection Act of 2026)**

**Position: Support**

The Maryland Chapter of the American Council of Engineering Companies (ACEC/MD) represents Maryland's private-sector engineering firms that design and deliver the transportation, water, environmental, and public works infrastructure that local governments and the State rely upon every day. **ACEC/MD supports this bill.**

The American Council of Engineering Companies of Maryland (ACEC/MD) is increasingly alarmed by the growing number of lives lost and serious injuries occurring on Maryland's roadways, especially among pedestrians, bicyclists, and other vulnerable road users.

House Bill 256 offers a practical, data-driven solution that supports Maryland's *Vision Zero* goal of eliminating traffic deaths and serious injuries. ACEC/MD supports this legislation because it focuses on evidence-based strategies that improve safety where it is most urgently needed.

HB 256 is important because it:

- Targets high-risk areas. The bill allows the State Highway Administration (SHA) and participating local jurisdictions to place speed monitoring systems in designated safety corridors—directing enforcement to areas with the highest crash risks for pedestrians and cyclists.
- Emphasizes prevention over reaction. Automated enforcement technology is proven to reduce crashes before they happen. According to the Federal Highway Administration, fixed camera systems can reduce collisions on busy arterial roads by as much as 54 percent.
- Promotes accountability on the road. HB 256 ensures that drivers traveling at dangerous speeds in key corridors face consequences for risky behavior, fostering safer conditions for all roadway users.

In 2024, the Maryland Department of Transportation (MDOT) reported more than 570 traffic fatalities statewide, with roughly one in four involving people who were walking or biking. Allowing speed monitoring systems in specific safety corridors is a critical, evidence-based step toward reversing these tragic outcomes.

For these reasons, the American Council of Engineering Companies of Maryland respectfully urges the Committee to issue a favorable report on HB 256. We appreciate



AMERICAN COUNCIL OF ENGINEERING COMPANIES/MARYLAND

your continued leadership and commitment to protecting everyone who travels on Maryland's roads.

Respectfully,

*Maria K. Donovan*

Maria Donovan  
Executive Director  
ACEC/MD

# **MCPA\_MSA HB 256- Speed Monitoring Systems – Safet**

Uploaded by: Samira Jackson

Position: FAV



# Maryland Chiefs of Police Association Maryland Sheriffs' Association



## MEMORANDUM

TO: The Honorable Marc Korman, Chair and  
Members of the Environment and Transportation 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 12, 2026

RE: **HB 256 - Motor Vehicles – Speed Monitoring Systems – Safety Corridors  
(Vulnerable Road User Protection Act of 2026)**

POSITION: **SUPPORT**

The Maryland Chiefs of Police Association (MCPA) and the Maryland Sheriffs' Association (MSA) **SUPPORT HB 256**, which authorizes the expansion of speed monitoring systems in designated safety corridors, particularly those identified as high risk to vulnerable road users such as pedestrians and bicyclists. This legislation permits the State Highway Administration and local jurisdictions to deploy modern, evidence-based traffic safety tools to address speeding, a leading factor in serious and fatal crashes across our roadways. Speed monitoring systems enhance enforcement and serve as a deterrent where traditional patrol resources are unable to always be present, helping to slow traffic in critical zones near schools, work zones, and densely traveled pedestrian areas.

From a law enforcement perspective, safer speeds save lives. The statistics on Maryland roadway accidents undeniably prove that safer speeds save lives. Excessive speed not only increases the likelihood of a crash, but also the severity of injuries when crashes occur. HB 256 gives communities a proactive option to reduce dangerous driving behavior and protect those most at risk without diverting essential policing resources away from other public safety priorities. We appreciate this balanced and data-driven approach to traffic safety, and for these reasons, MCPA and MSA **SUPPORT HB 256** and urge a **FAVORABLE** committee report.

**HB0256-ET\_MACo\_SUP.pdf**

Uploaded by: Sarah Sample

Position: FAV



## House Bill 256

*Motor Vehicles – Speed Monitoring Systems – Safety Corridors  
(Vulnerable Road User Protection Act of 2026)*

MACo Position: **SUPPORT**

To: Environment and Transportation  
Committee

Date: February 12, 2026

From: Sarah Sample

Maryland Association of Counties (MACo) **SUPPORTS** HB 256. This bill authorizes the State Highway Administration (SHA) to establish a “Safety Corridor” program aimed at reducing serious injuries and fatalities among vulnerable road users, including pedestrians, bicyclists, and individuals using mobility devices in segments of highways identified as high risk.

This legislation provides a practical, data-driven tool to address persistent safety challenges on Maryland’s roadways by authorizing the use of speed monitoring systems within designated safety corridors. In doing so, this bill enhances public safety efforts by directly addressing reckless driving in areas where vulnerable road users are most at risk.

HB 256 empowers local governments to use these systems in safety corridors on highways under their own jurisdiction or on State highways if authorized by an SHA permit. This collaborative framework recognizes that local governments are often best positioned to identify roadway conditions, community needs, and appropriate safety interventions, while maintaining consistency with State oversight. Specifically, this flexibility allows counties to tailor safety interventions to the specific needs of their communities.

Ultimately, this bill represents a balanced approach to modernizing traffic accountability. By pairing targeted enforcement authority with local flexibility, strong safeguards, and reinvestment in safety infrastructure, the bill strengthens Maryland’s ability to protect its most vulnerable road users. As such, MACo respectfully urges a **FAVORABLE** report on HB 256.

**MD 2026 HB 256 Columbia Gas Testimony Final.pdf**

Uploaded by: Scott Waitlevertch

Position: FAV



**SUPPORT – House Bill 256  
Vulnerable Road User Protection Act of 2026  
House Environment and Transportation Committee**

Columbia Gas of Maryland, Inc., (Columbia Gas) is a natural gas utility providing energy to more than 34,000 customers in Maryland’s western counties of Allegany, Garrett and Washington, and we support House Bill 256. Each day we work on and in Maryland’s roads prioritizing the safety of our customers and our workers.

House Bill 256 authorizes the State Highway Administration (SHA) and authorized local jurisdictions to install and use speed monitoring systems in safety corridors which include work zones. This will improve safety in work zones and protect the individuals who work in them. The legislation holds drivers who operate their vehicles at dangerous speeds in these safety corridors accountable through citations and monetary fines.

According to the Maryland Department of Transportation (MDOT), more than 570 people lost their lives on Maryland roads in 2024.

Columbia Gas of Maryland and its sister companies in the states of Pennsylvania, Virginia, Ohio, Kentucky and Indiana – all part of the NiSource corporation – have seen significant increases in intrusions into our utility work zones over the last several years. Tragically, some work zone intrusions have led to injuries and deaths of employees and contractor colleagues.

The Columbia Gas companies in six states had 64 work zone incidents take place in 2024 and 56 work zone incidents take place in 2025. Specifically in Maryland, six work zone intrusions have taken place in our three counties alone within the last five years.

Of the 120 work zone incidents that took place over the last two years, approximately 74% were the result of negligence on the part of drivers. Columbia Gas believes we must do more to protect residents and workers on our roads. It is our hope the expanded use of speed monitoring systems in Maryland because of House Bill 256’s passage will decrease vehicle speeds and reduce driver distractions and negligence. We believe the legislation will increase protections for all Marylanders on our roads.

Columbia Gas believes the requirements of House Bill 256 are appropriately and reasonably crafted policies related to protecting Marylanders on our roadways and requests a favorable report on the bill.

February 12, 2026

Contact:  
Carville Collins  
(410) 332-8627  
[carville.collins@saul.com](mailto:carville.collins@saul.com)

Contact:  
Scott Waitlevertch  
(724) 888-9774  
[swaitlevertch@nisource.com](mailto:swaitlevertch@nisource.com)

**HB 256\_MAA\_FAV.pdf**

Uploaded by: Tim Smith

Position: FAV



February 12, 2026

Delegate Marc Korman, Chair  
House Environment and Transportation Committee  
250 Taylor House Office Building  
Annapolis, MD 21401

**RE: HB 256 – FAVORABLE – Motor Vehicles – Speed Monitoring Systems – Safety Corridors  
(Vulnerable Road User Protection Act of 2026)**

Dear Chair Korman and Members of the Committee:

The Maryland Asphalt Association (MAA) represents approximately 110+ members, including 20 material producers, contractors, engineering firms, and associate members, supporting a 7,000-person workforce. MAA actively collaborates with regulatory agencies to advocate for the asphalt industry, ensuring fair regulations at both the state and federal levels. Additionally, we support adequate funding for Maryland's multimodal transportation system.

HB 256 advances a targeted, data-driven approach to improving roadway safety by authorizing speed monitoring in designated safety corridors with a demonstrated risk to vulnerable road users, including pedestrians and bicyclists. MAA supports policies that measurably reduce serious crashes while allowing limited transportation resources to be focused where they will have the greatest impact.

Speed remains one of the most significant contributing factors to severe and fatal roadway crashes. By allowing speed monitoring in clearly identified high-risk corridors, HB 256 provides an effective deterrent against excessive speeding without imposing broad or arbitrary enforcement. The bill appropriately ties implementation to engineering assessments and safety data, ensuring that enforcement tools are deployed strategically rather than indiscriminately.

Importantly, HB 256 reinvests revenues into transportation safety and the Transportation Trust Fund. At a time when infrastructure needs continue to grow and funding remains constrained, dedicating resources to safety improvements helps preserve the integrity and performance of Maryland's transportation network. Well-maintained, safer roadways benefit all users and support the economic vitality of the state.

For these reasons, the Maryland Asphalt Association **supports** HB 256 and urges the Committee to issue a favorable report.

Sincerely,

Tim E. Smith, P.E.  
President  
Maryland Asphalt Association

# **MGA 2026 Testimony Bill HB0256 (Speed Monitoring S**

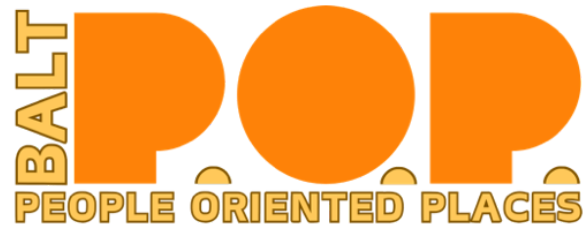
Uploaded by: Michael Scepaniak

Position: FWA

Bill: HB0256

Bill Title: Motor Vehicles – Speed Monitoring Systems – Safety Corridors (Vulnerable Road User Protection Act of 2026)

Position: **Favorable with Amendments**



Members of the House Environment and Transportation 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 support HB0256.

Maryland's roadways are not safe, especially for vulnerable road users (VRUs). Despite the Vision Zero efforts of the past several years, those roadways have actually gotten less safe - for everyone.

Specific to the Baltimore region, the Baltimore Regional Transportation Board (BRTB), on an annual basis, tracks five performance/safety measures to carry out the Federal Highway Administration's Highway Safety Improvement Program. The last of those five measures is "Number of Non-motorized Fatalities & Serious Injuries". The numbers for this measure are abysmal.

The 2023 number for this measure was **410**, which is a **41% increase** over the 2005-2009 baseline number of **290**. The Maryland Department of Transportation's (MDOT's) current target for this measure is **294 by 2030**. [1] In terms of VRU deaths and serious injuries, MDOT is hoping to basically get us back to where we were 20 years ago. That's not progress - that's standing still.

But, breaking the horrible upward trendline of VRU deaths and serious injuries we are suffering through is a critical first step. Some of the recent actions MDOT has taken in this space, including their revamped Complete Streets policy and quick build initiatives, are very encouraging. But, they need more tools made available to them. The capability that will be afforded to them by this bill is one such tool.

This bill is very straightforward. It will allow the State Highway Administration (SHA) to place speed monitoring systems on roadways that are classified as safety corridors. The two sources for identifying these safety corridors make sense - MDOT SHA's Pedestrian Safety Action Plan (PSAP) and MDOT SHA's Vulnerable Road User Safety Assessment (VRUSA). The tangible difference between the two is that, whereas the PSAP priority corridors are limited to state roads, the VRUSA high-risk areas include local roads. [2]

Accordingly, all of the highest priority corridors listed in the PSAP are part of state roads. [3] In contrast, the high-risk areas listed in the VRUSA (which are grouped by SHA district), include both state-maintained roads and non-state-maintained roads. The listing of high-risk areas for Baltimore City notes the following:

While Baltimore City has numbered state routes with its city limits, these roads are not maintained by SHA. Consequently, all the high-risk areas identified within the areas of need in Baltimore City through the VRU Safety Assessment were identified as local roads. [4]

This poses an issue. The bill states that any remaining balance of funds accrued by these speed monitoring systems shall be distributed to the Transportation Trust Fund (TTF). However, because SHA does not maintain any roads in Baltimore City, any funds accrued by any SHA-managed speed monitoring systems placed in Baltimore City will not flow back to Baltimore City. **The bill must be amended to somehow direct these funds back to the source high-risk areas in Baltimore City.**

Furthermore, the bill states that the funds are to be distributed to the TTF for a) highway safety purposes and b) state highway administration system preservation. **We would prefer to see the bill amended such that “highway safety purposes” is clarified to read “highway vulnerable road user safety purposes” and “system preservation” is either removed as a target or clarified to read “state highway administration system preservation that results in updates to the road design that improve the safety of vulnerable road users”.**

We hope the committee finds these points helpful and convincing and we urge its members to **vote in favor of HB0256, 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] “RESOLUTION #25-19 - ADOPTING HIGHWAY SAFETY TARGETS FOR THE BALTIMORE REGION”. BRTB. January 2025.

<https://baltometro.org/sites/default/files/BRTBRes25-19.pdf>

[2] MDOT SHA. “Maryland’s Vulnerable Road User Safety Assessment & Pedestrian Safety Action Plan” p. 12. As of February 12, 2025.

[https://www.baltometro.org/sites/default/files/bmc\\_documents/committee/presentations/brss/BRSS230525pres\\_MDOT-SHA-Vulnerable-Road-Users.pdf](https://www.baltometro.org/sites/default/files/bmc_documents/committee/presentations/brss/BRSS230525pres_MDOT-SHA-Vulnerable-Road-Users.pdf)

[3] MDOT SHA. "Pedestrian Safety Action Plan" p. 23. May 2023. Via <https://experience.arcgis.com/experience/a4c07b80731b4a109a79bf6c86aad4c9/page/Home/>

[4] MDOT SHA. "2021–2025 Maryland Strategic Highway Safety Plan, Appendix C: Vulnerable Road User Safety Assessment". p. 32. November 2023. [https://zerodeathsmd.gov/wp-content/uploads/2023/11/SHSP2021-25\\_compressed.pdf](https://zerodeathsmd.gov/wp-content/uploads/2023/11/SHSP2021-25_compressed.pdf)

# **MGA 2026 Testimony Bill HB0256 (Speed Monitoring S**

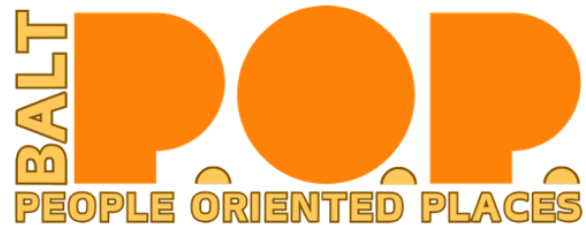
Uploaded by: Michael Scepaniak

Position: FWA

Bill: HB0256

Bill Title: Motor Vehicles – Speed Monitoring Systems – Safety Corridors (Vulnerable Road User Protection Act of 2026)

Position: **Favorable with Amendments**



Members of the House Environment and Transportation 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 support HB0256.

Maryland's roadways are not safe, especially for vulnerable road users (VRUs). Despite the Vision Zero efforts of the past several years, those roadways have actually gotten less safe - for everyone.

Specific to the Baltimore region, the Baltimore Regional Transportation Board (BRTB), on an annual basis, tracks five performance/safety measures to carry out the Federal Highway Administration's Highway Safety Improvement Program. The last of those five measures is "Number of Non-motorized Fatalities & Serious Injuries". The numbers for this measure are abysmal.

The 2023 number for this measure was **410**, which is a **41% increase** over the 2005-2009 baseline number of **290**. The Maryland Department of Transportation's (MDOT's) current target for this measure is **294 by 2030**. [1] In terms of VRU deaths and serious injuries, MDOT is hoping to basically get us back to where we were 20 years ago. That's not progress - that's standing still.

But, breaking the horrible upward trendline of VRU deaths and serious injuries we are suffering through is a critical first step. Some of the recent actions MDOT has taken in this space, including their revamped Complete Streets policy and quick build initiatives, are very encouraging. But, they need more tools made available to them. The capability that will be afforded to them by this bill is one such tool.

This bill is very straightforward. It will allow the State Highway Administration (SHA) to place speed monitoring systems on roadways that are classified as safety corridors. The sources available for identifying these safety corridors are MDOT SHA's Pedestrian Safety Action Plan (PSAP) and MDOT SHA's Vulnerable Road User Safety Assessment (VRUSA). This bill's usage of the VRUSA makes sense. Whereas the PSAP priority corridors are limited to state roads, the

VRUSA high-risk areas include local roads. [2] And all PSAP corridors are included in the VRUSA.

But that inclusion of local roads surfaces an issue with the bill. The listing of high-risk areas for Baltimore City notes the following:

While Baltimore City has numbered state routes with its city limits, these roads are not maintained by SHA. Consequently, all the high-risk areas identified within the areas of need in Baltimore City through the VRU Safety Assessment were identified as local roads. [4]

The bill states that any remaining balance of funds accrued by these speed monitoring systems shall be distributed to the Transportation Trust Fund (TTF). However, because SHA does not maintain any roads in Baltimore City, any funds accrued by any SHA-managed speed monitoring systems placed in Baltimore City will not flow back to Baltimore City. **The bill must be amended to somehow direct these funds back to the source high-risk areas in Baltimore City.**

Furthermore, the bill states that the funds are to be distributed to the TTF for a) highway safety purposes and b) state highway administration system preservation. **We would prefer to see the bill amended such that “highway safety purposes” is clarified to read “highway vulnerable road user safety purposes” and “system preservation” is either removed as a target or clarified to read “state highway administration system preservation that results in updates to the road design that improve the safety of vulnerable road users”.**

We hope the committee finds these points helpful and convincing and we urge its members to **vote in favor of HB0256, 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] “RESOLUTION #25-19 - ADOPTING HIGHWAY SAFETY TARGETS FOR THE BALTIMORE REGION”. BRTB. January 2025.

<https://baltometro.org/sites/default/files/BRTBRes25-19.pdf>

[2] MDOT SHA. “Maryland’s Vulnerable Road User Safety Assessment & Pedestrian Safety Action Plan” p. 12. As of February 12, 2025.

[https://www.baltometro.org/sites/default/files/bmc\\_documents/committee/presentations/brss/BRSS230525pres\\_MDOT-SHA-Vulnerable-Road-Users.pdf](https://www.baltometro.org/sites/default/files/bmc_documents/committee/presentations/brss/BRSS230525pres_MDOT-SHA-Vulnerable-Road-Users.pdf)

[3] MDOT SHA. "Pedestrian Safety Action Plan" p. 23. May 2023. Via <https://experience.arcgis.com/experience/a4c07b80731b4a109a79bf6c86aad4c9/page/Home/>

[4] MDOT SHA. "2021–2025 Maryland Strategic Highway Safety Plan, Appendix C: Vulnerable Road User Safety Assessment". p. 32. November 2023. [https://zerodeathsmd.gov/wp-content/uploads/2023/11/SHSP2021-25\\_compressed.pdf](https://zerodeathsmd.gov/wp-content/uploads/2023/11/SHSP2021-25_compressed.pdf)

# **MGA 2026 Testimony Bill HB0256 (Speed Monitoring S**

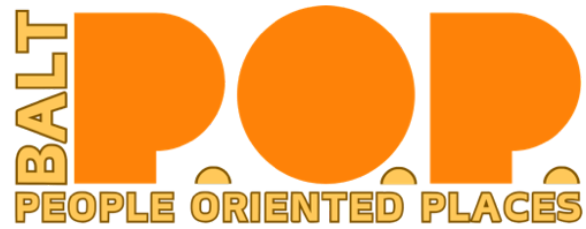
Uploaded by: Michael Scepaniak

Position: FWA

Bill: HB0256

Bill Title: Motor Vehicles – Speed Monitoring Systems – Safety Corridors (Vulnerable Road User Protection Act of 2026)

Position: **Favorable with Amendments**



Members of the House Environment and Transportation 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 support HB0256.

Maryland's roadways are not safe, especially for vulnerable road users (VRUs). Despite the Vision Zero efforts of the past several years, those roadways have actually gotten less safe - for everyone.

Specific to the Baltimore region, the Baltimore Regional Transportation Board (BRTB), on an annual basis, tracks five performance/safety measures to carry out the Federal Highway Administration's Highway Safety Improvement Program. The last of those five measures is "Number of Non-motorized Fatalities & Serious Injuries". The numbers for this measure are abysmal.

The 2023 number for this measure was **410**, which is a **41% increase** over the 2005-2009 baseline number of **290**. The Maryland Department of Transportation's (MDOT's) current target for this measure is **294 by 2030**. [1] In terms of VRU deaths and serious injuries, MDOT is hoping to basically get us back to where we were 20 years ago. That's not progress - that's standing still.

But, breaking the horrible upward trendline of VRU deaths and serious injuries we are suffering through is a critical first step. Some of the recent actions MDOT has taken in this space, including their revamped Complete Streets policy and quick build initiatives, are very encouraging. But, they need more tools made available to them. The capability that will be afforded to them by this bill is one such tool.

This bill is very straightforward. It will allow the State Highway Administration (SHA) to place speed monitoring systems on roadways that are classified as safety corridors. The sources available for identifying these safety corridors are MDOT SHA's Pedestrian Safety Action Plan (PSAP) and MDOT SHA's Vulnerable Road User Safety Assessment (VRUSA). This bill's usage of the VRUSA makes sense. Whereas the PSAP priority corridors are limited to state roads, the

VRUSA high-risk areas include local roads. [2] And all PSAP corridors are included in the VRUSA.

But that inclusion of local roads surfaces an issue with the bill. The listing of high-risk areas for Baltimore City notes the following:

While Baltimore City has numbered state routes with its city limits, these roads are not maintained by SHA. Consequently, all the high-risk areas identified within the areas of need in Baltimore City through the VRU Safety Assessment were identified as local roads. [4]

The bill states that any remaining balance of funds accrued by these speed monitoring systems shall be distributed to the Transportation Trust Fund (TTF). However, because SHA does not maintain any roads in Baltimore City, any funds accrued by any SHA-managed speed monitoring systems placed in Baltimore City will not flow back to Baltimore City. **The bill must be amended to somehow direct these funds back to the source high-risk areas in Baltimore City.**

Furthermore, the bill states that the funds are to be distributed to the TTF for a) highway safety purposes and b) state highway administration system preservation. **We would prefer to see the bill amended such that “highway safety purposes” is clarified to read “highway vulnerable road user safety purposes” and “system preservation” is either removed as a target or clarified to read “state highway administration system preservation that results in updates to the road design that improve the safety of vulnerable road users”.**

We hope the committee finds these points helpful and convincing and we urge its members to **vote in favor of HB0256, 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] “RESOLUTION #25-19 - ADOPTING HIGHWAY SAFETY TARGETS FOR THE BALTIMORE REGION”. BRTB. January 2025.

<https://baltometro.org/sites/default/files/BRTBRes25-19.pdf>

[2] MDOT SHA. “Maryland’s Vulnerable Road User Safety Assessment & Pedestrian Safety Action Plan” p. 12. As of February 12, 2025.

[https://www.baltometro.org/sites/default/files/bmc\\_documents/committee/presentations/brss/BRSS230525pres\\_MDOT-SHA-Vulnerable-Road-Users.pdf](https://www.baltometro.org/sites/default/files/bmc_documents/committee/presentations/brss/BRSS230525pres_MDOT-SHA-Vulnerable-Road-Users.pdf)

[3] MDOT SHA. "Pedestrian Safety Action Plan" p. 23. May 2023. Via <https://experience.arcgis.com/experience/a4c07b80731b4a109a79bf6c86aad4c9/page/Home/>

[4] MDOT SHA. "2021–2025 Maryland Strategic Highway Safety Plan, Appendix C: Vulnerable Road User Safety Assessment". p. 32. November 2023. [https://zerodeathsmd.gov/wp-content/uploads/2023/11/SHSP2021-25\\_compressed.pdf](https://zerodeathsmd.gov/wp-content/uploads/2023/11/SHSP2021-25_compressed.pdf)

**HB 256 - MoCo - MCDOT\_Morningstar\_FWA (GA 26).pdf**

Uploaded by: Sara Morningstar

Position: FWA



# Montgomery County

## Office of Intergovernmental Relations

---

ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

---

**HB 256**

**DATE: February 12, 2026**

**SPONSOR: Chair, Environment and Transportation Committee (By Request – Departmental – Transportation)**

**ASSIGNED TO: Environment and Transportation**

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

**POSITION: Support with Amendment (Montgomery County Department of Transportation)**

---

### **Motor Vehicles – Speed Monitoring Systems – Safety Corridors (Vulnerable Road Users Protection Act of 2026)**

House Bill 256 provides the Maryland Department of Transportation State Highway Administration (SHA) with an important tool to create safer roads for people traveling in Maryland. The State Highway Administration has designated certain roadway corridors as vulnerable road user (VRU) corridors in their Strategic Highway Safety Plan, meaning these are roadways with historic concentrations of serious injuries and deaths for people walking and biking. Knowing that speed contributes significantly to the severity of a crash, a speed monitoring system can reduce speeds and thereby increase safety for these corridors.

Montgomery County received the authority in 2025 to place speed monitoring systems on the County's High Injury Network, which is made up of roadways owned by the County and State that similarly have a history of serious injuries and deaths. While speed monitoring systems are only one tool the County uses to address safety, we have seen a notable reduction in serious injuries and deaths compared to other roadways in the County, thanks to focused efforts on these roadways.

When drivers travel through Montgomery County, they travel on a mix of State, County, and municipally-owned roads. Therefore, the Montgomery County Department of Transportation must partner closely with SHA to ensure the County's roadway designs and speeds are coordinated. Since County residents have accepted speed monitoring systems as a way to reduce speeds on many of our most dangerous roads, they should expect similar safe conditions (and intolerance for unsafe speeds) on State-owned roads. Unfortunately, the laws governing who has and who does not have the authority to place speed cameras result in a patchworked system of enforcement, whereby many roads that are identified as VRU corridors are not eligible for speed cameras.

Because too many Marylanders are killed each year by speeding vehicles, our partners at SHA should be provided the opportunity to access the tools needed to help reduce speeds. The Department supports HB 256 for this reason, with a recommendation that an amendment be added to allow local jurisdictions with active speed monitoring programs to use their existing contracts to help SHA expedite enforcement coverage.

**hb256.pdf**

Uploaded by: Will Vormelker

Position: UNF

HON. STACY A. MAYER  
CIRCUIT COURT  
JUDGE  
BALTIMORE COUNTY  
CHAIR

HON. RICHARD SANDY  
CIRCUIT COURT  
JUDGE  
FREDERICK COUNTY  
VICE-CHAIR



KELLEY O'CONNOR  
ASSISTANT STATE COURT  
ADMINISTRATOR  
GOVERNMENT RELATIONS  
AND PUBLIC AFFAIRS  
P: (410) 260-1560

SUZANNE PELZ, ESQ.  
SNR. GOVT. RELATIONS AND  
PUBLIC AFFAIRS OFFICER  
P: (410)260-1523

## MARYLAND JUDICIAL COUNCIL LEGISLATIVE COMMITTEE

### MEMORANDUM

**TO:** House Environment and Transportation Committee  
**FROM:** Legislative Committee  
Suzanne D. Pelz, Esq.  
410-260-1523  
**RE:** House Bill 256  
Motor Vehicles – Speed Monitoring Systems – Safety Corridors  
**DATE:** January 21, 2026  
(2/12)  
**POSITION:** Oppose

---

The Maryland Judiciary opposes House Bill 256 as it will have a significant fiscal and operational impact on the Judiciary.

The fiscal impact stems less from House Bill 256 itself and more from how it operates in conjunction with existing language in Courts & Judicial Proceedings § 7-302. As amended last year in [Chapter 587](#), § 7-302 requires the District Court to accept payments for both uncontested as well as contested citations that are issued by a speed monitoring system controlled by a State agency. Historically, whether a State Agency or a municipality, the District Court only handled contested citations. The number of uncontested cases is unknown and are processed by the issuing jurisdictions. Accordingly, the District Court has no record of a citation until it is contested. The District Court does not have a method in place to recognize uncontested state agency issued citations.

This bill establishes the use of speed monitoring systems in areas determined to be of high risk to vulnerable road users, as well as the provision for procurement, and collection and distribution of revenue. As a result, any State-agency-issued citation under

that expanded authority would fall within the existing requirement to process payments through the District Court.

The court currently processes these monitoring citations through a largely manual workflow. The fiscal note reflects the conclusion that a significant expansion in monitoring citations could not be absorbed without automating citation intake and payment processing within the case management system. The estimate, therefore, reflects automation and associated staffing and IT costs, rather than increased adjudication activity. To automate the current manual process, the Judiciary's case management system will require extensive programming changes. The Judicial Information Systems Department estimates that implementing the necessary programming changes will require 9549.6 hours at an approximate cost of \$1,414,741.20.

This revision to Courts and Judicial Proceedings Code § 7-302 last year will significantly alter long-standing payment and processing practices and is a primary driver of the court's need to further digitize its automated enforcement citation programs. By shifting a substantially larger volume of uncontested payments into the court's workflow, the statute necessitates system automation and associated staffing and IT investments that were not previously required.

cc. Hon. Marc Korman  
Judicial Council  
Legislative Committee  
Kelley O'Connor