

2-26-2026 Favorable HB1170 Howard Speed Monitoring

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

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 HB1170 - Howard County - Speed Monitoring Systems - Expansion of Authorization Ho. Co. 9-26. This bill authorizes the placement and use of speed monitoring systems on highways in Howard County.

Speed monitoring systems, by nature, deter drivers from speeding. This includes underage drivers, law enforcement, and drivers in general. A recent traffic accident in Columbia, Maryland (which is of course in Howard County), led to the death of a young driver under eighteen years of age. Hopefully, using speed monitoring systems will minimize these sorts of accidents in future.

This bill will be of particular benefit to our blind constituents. Highways are dangerous for any pedestrians to cross, but especially so for blind pedestrians; we must rely on alternative techniques (such as listening to traffic) to determine when it is safe to cross. Some businesses are located on highways, and it would be unreasonable to expect blind patrons to not frequent them. However, since we are at the mercy of drivers

adhering to the law, which they often do not, we need an enforcement mechanism—we believe speed monitoring systems provide the necessary negative reinforcement.

A common concern speed-monitoring opponents have regards protection of privacy. We have already developed systems that protect privacy enough for monitoring red lights, tollways, and bus lanes. We could easily use similar systems for speed-monitoring as well.

For those reasons and others, we ask for a favorable report on HB1170. For questions, please contact me at President@nfbmd.org or at 443-426-4110.

National Federation of the Blind of Maryland

Ronza Othman, *President NFBMD* | 15 Charles Plaza, #3002, Baltimore, MD 21201 | 443-426-4110 | www.nfbmd.org

HB 1170_MTBMA_FWA.pdf

Uploaded by: Michael Sakata

Position: FWA



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

February 26, 2026

RE: HB 1170 – FAVORABLE WITH AMENDMENTS – Howard County – Speed Monitoring Systems – Expansion of Authorization (Ho. Co. 9-26)

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.

House Bill 1170 updates Howard County’s traffic enforcement strategy by expanding the use of speed monitoring systems on U.S. Route 1 (Washington Boulevard). This bill will significantly enhance safety in a critical area of the county, helping to protect lives and reduce the dangers associated with excessive speeding on a high-traffic corridor.

MTBMA supports HB 1170 because it would help address a critical traffic enforcement gap on a highly trafficked roadway. It would empower Howard County to continue progress on its Road Safety Plan, enhance the safety of pedestrians and drivers alike by encouraging drivers to slow down, and provide additional funding to the County. To this last point, however, we request an amendment that ensures dollars received through a speed monitoring device on Route 1 are used to service the affected area, not simply collected and relegated to projects unrelated to transportation safety and maintenance. Speed monitoring systems are a useful revenue stream, but that revenue should be employed to compound the progress made by those systems and ensure fewer crashes with targeted infrastructure investments.

We appreciate your consideration of our requested amendment on House Bill 1170.

Thank you,

A handwritten signature in black ink, appearing to read "Michael Sakata", is written over a light blue horizontal line.

Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association