



Montgomery County

Office of Intergovernmental Relations

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SB 487

DATE: February 12, 2026

SPONSOR: Senator Henson

ASSIGNED TO: Judicial Proceedings

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 User Protection Act of 2026)

Senate Bill 487 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 SB 487 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.