

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
ANNAPOLIS, MARYLAND 21401

Annapolis Office
James Senate Office Building
11 Bladen Street, Room 303
Annapolis, Maryland 21401
410-841-3606 · 301-858-3606
800-492-7122 Ext. 3606
Benjamin.Brooks@senate.state.md.us

District Office
Windsor Mill Office
8419 Liberty Road, Suite B
Windsor Mill, Maryland 21244
410-496-4037

SB45 **Vehicle Laws – Speed Monitoring Systems – Residential Districts**

Judicial Proceedings Committee
January 20, 2026

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

Thank you for the opportunity to testify before you on SB45 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 19% 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. SB45 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.

Automated speed enforcement is a proven, objective tool that applies the law uniformly, without discretion or bias, and reduces the need for direct police interactions that can escalate or create inequitable outcomes. At the same time, granting local authority over camera placement, paired with meaningful community input, ensures these tools are used to improve safety rather than disproportionately impact disenfranchised neighborhoods. Transparency and local engagement help build trust and ensure cameras are placed where they address

documented safety concerns, not where they simply generate revenue or burden vulnerable communities.

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. SB45 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 SB45.

With kindest regards,

A handwritten signature in cursive script that reads "Benjamin T. Brooks".

Benjamin Brooks