

**In Support of SB 45 (2026)**

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

**Before the Senate Judicial Proceedings Committee (JPR)**

**Hearing: January 20, 2026, 1:00 p.m.**

**Position: FAVORABLE**

Dear Chair Smith, Vice Chair Waldstreicher and Members of the Maryland Senate Judicial Proceedings Committee,

I am Ron Weiss. I live in Fort Washington in Prince George's County, and I serve on the Prince George's County Residential District Speed Monitoring System Citizens Advisory Committee. I am also a Board Member of Maryland Coalition for Roadway Safety, Inc. and a member of the MD 210 Traffic Safety Committee. I respectfully request a favorable report on SB 45.

**SB 45 is a straightforward, statewide equity and safety bill**

SB 45 makes one key change: it applies statewide the existing authority to use speed monitoring systems on highways in **residential districts** with a **maximum posted speed limit of 35 mph**, where the speed limit was established using generally accepted traffic engineering practices.

Importantly, SB 45 preserves the existing local-control guardrails. A speed monitoring system may not be used unless the local governing body authorizes it by local law enacted after reasonable notice and a public hearing.

This is not a new concept. It is a fair expansion of an existing tool that only a few counties currently have.

**Speeding is a proven public safety threat, and cameras are a proven countermeasure**

The Maryland Department of Transportation has highlighted that speeding is a contributing factor in over one-third of fatal crashes nationwide and that, in 2023 alone, thousands of crashes on Maryland roadways involved speeding. MDOT also cites the Federal Highway Administration's position that speed safety cameras are a proven countermeasure and that fixed unit speed safety cameras can produce large crash reductions on urban principal arterials.

In other words, this is a safety measure with a strong evidence base.

**SB 45 keeps decision-making local and targeted**

SB 45 does not mandate cameras. It gives local jurisdictions the option to deploy speed monitoring systems in qualifying residential districts only if the local governing body approves after public input.

This respects the reality that conditions vary across Maryland. Some communities will choose to use this tool and others will not. SB 45 simply ensures that all jurisdictions have the same authority to address unsafe speeding in residential settings.

### **SB 45 does not change the basic civil enforcement framework**

This bill expands where speed monitoring systems may be used, but it operates within the existing structure for speed camera enforcement. For example, the fiscal and policy analysis for last year's similar bill explains that speed camera violations are enforced through a civil citation process and that the civil penalty may not exceed \$40 under current law.

The policy question before JPR is not whether to create a new punitive system. It is whether to allow more communities to use an established, civil, safety-focused tool in appropriate residential districts.

### **Prior legislative history shows broad support for this policy**

SB 45 is similar to last year's SB 530 and cross-filed HB 644. Although JPR did not hold a hearing on SB 530 last year, the House Environment and Transportation Committee heard HB 644 and advanced it with strong committee and floor support. This bill has been fully vetted in concept and has demonstrated significant legislative momentum.

### **Request**

For these reasons, I respectfully ask the Judicial Proceedings Committee to issue a **favorable report** on SB 45. This bill is a common-sense, locally controlled, evidence-based step to slow dangerous speeding in residential areas and help save lives on Maryland roads.

Thank you for your consideration.

Respectfully submitted,

**Ron Weiss**

Fort Washington, Prince George's County