

SB10

Uploaded by: Alonzo Washington

Position: FAV

ALONZO T. WASHINGTON
Legislative District 22
Prince George's County

Finance Committee



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THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

January 27, 2026

The Honorable Will Smith, Chair
Senate Judicial Proceedings Committee
Maryland Senate
2 West Miller Senate Office Building
Annapolis, Maryland 21401

Re: Senate Bill 10 – Speed Monitoring System Permit Timelines

Dear Chair Smith and Members of the Committee:

I write in strong support of Senate Bill 10, which would require the Maryland Department of Transportation State Highway Administration to approve, deny, or return as incomplete an application for a speed monitoring system permit within 90 days of receipt, and to deem the application approved if the Department fails to act within that timeframe.

This legislation is not about revenue collection. It is about preventing deaths and serious injuries on Maryland roadways, particularly in communities that continue to experience unacceptably high levels of speeding and pedestrian fatalities.

Prince George's County illustrates the urgency of this issue. According to the Maryland Department of Transportation's Zero Deaths Maryland data, between 2019 and 2021 the County averaged approximately 16 speeding-related fatalities per year, and in 2021 alone more than 15 percent of all traffic deaths in the County involved speed as a contributing factor. During the same period, Prince George's County accounted for the highest number of pedestrian fatalities in the State of Maryland, reflecting the deadly interaction between excessive speed and vulnerable road users.

These are not abstract statistics. They represent parents, children, seniors, and workers whose lives were cut short on roads that had already been identified as dangerous.

The evidence that automated speed enforcement saves lives is clear and extensive. A comprehensive review of speed camera programs conducted by the Cochrane Collaboration found that speed cameras reduce crashes near camera sites by 8 to 50 percent, and reduce

fatal and serious injury crashes by 11 to 44 percent. In Maryland, an Insurance Institute for Highway Safety evaluation of Montgomery County's speed camera program found a 39 percent reduction in the likelihood of fatal or incapacitating injury crashes on roads where cameras were installed, and a 27 percent reduction in injury crashes overall.

The Federal Highway Administration classifies speed safety cameras as a proven safety countermeasure because reducing vehicle speeds directly reduces both the frequency and severity of crashes. The purpose of these systems is not to generate fines, but to change driving behavior. When drivers slow down, crashes become less frequent and less deadly.

Despite this evidence, communities across Maryland often wait more than a year for SHA to act on speed monitoring system applications. These delays postpone lifesaving interventions in school zones, residential corridors, and high-injury state highways.

I have personally walked multiple state highway corridors with local elected officials and community leaders to observe firsthand the speeding conditions that residents live with every day. In many of these locations, engineering studies already support the need for enforcement, yet communities remain stuck in a prolonged administrative queue.

Multiple municipalities support this legislation because the current process does not provide predictability or accountability. I have been in ongoing communication with MDOT and SHA regarding amendments to this bill, and I agree with several of the Department's proposed refinements to improve clarity and process. However, I believe strongly that the 90-day review standard must remain so that safety improvements are not delayed indefinitely.

Senate Bill 10 does not remove SHA's authority to review applications. It simply ensures that when local governments identify documented safety hazards and submit complete applications, the State responds in a timely and accountable manner.

In my view, when the data show a safety risk and a proven countermeasure exists, delay itself becomes a public safety issue.

For these reasons, I respectfully urge the Committee to issue a favorable report on Senate Bill 10.

Respectfully submitted,
Alonzo T. Washington
Maryland State Senator
District 22

Carrington 2026 Greenbelt Testimony SB0010 SHA Spe

Uploaded by: Darrell Carrington

Position: FAV



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**SB 0010 - State Highway Administration – Speed Monitoring Systems –
Application Approval**

Position: SUPPORT

Chair Smith, Vice Chair Waldstreicher, and members of the Judicial Proceedings Committee,

The City of Greenbelt supports Senate Bill 0010, which establishes a clear and reasonable timeline for the State Highway Administration to act on applications for speed monitoring systems.

By requiring applications to be approved, denied, or returned as incomplete within 90 days of receipt, the bill provides predictability for local jurisdictions seeking to implement traffic safety measures. The deemed approval provision further ensures that applications are not left unresolved indefinitely, allowing municipalities to plan and deploy safety tools in a timely and responsible manner.

Speed monitoring systems are an important component of local traffic safety efforts, particularly in areas experiencing persistent speeding concerns. Clear administrative timelines support coordination with residents, effective planning, and consistent implementation of safety initiatives.

For these reasons, the City of Greenbelt respectfully supports Senate Bill 0010 and urges the Committee to issue a favorable report.

Prepared on behalf of the City of Greenbelt by:
Carrington & Associates, LLC
J. Darrell Carrington, Managing Director

SB10

Uploaded by: Ifiok Inyang

Position: FAV

TOWN OF RIVERDALE PARK

Office of the Mayor

January 27, 2026

Senator Alonzo T. Washington
Maryland State Senate
Judicial Proceedings Committee
Miller Senate Office Building, 2 East
11 Bladen Street
Annapolis, MD 21401

Dear Senator Washington,

On behalf of the Town of Riverdale Park, I write in strong support of **Senate Bill 0010**. We feel so strongly about creating safer, slower streets that we established a standing Walk, Bike, Drive Advisory Committee, which brings together residents and local traffic safety experts. This ensures we're not only listening to our community but also grounding our decisions in proven strategies. But even as we do our part to identify solutions and prioritize safety, the impact is blunted when the state process to access key tools such as speed monitoring systems, is unpredictable and prolonged. **SB0010** is a much-needed step in the right direction. Clear timelines set expectations, reduce uncertainty, and allow towns like ours to plan and act more effectively to protect lives.

Speeding on state highways—like Baltimore Avenue, East-West Highway, and Kenilworth Avenue—poses a life-or-death risk for our residents. Your bill's 90-day timeline ensures we don't wait endlessly for common-sense safety measures. By expediting these reviews, we can act swiftly to protect lives. This is a net benefit we all need.

We fully support this legislation and appreciate your leadership.,

Ifiok Inyang
Mayor, Town of Riverdale Park

01-26-26 support of sb 0010.pdf

Uploaded by: John Becker

Position: FAV



SafeRoadsMD

**PLEASE SUPPORT SB0010
“State Highway Administration
– Speed Monitoring System –
Application Approval”**

**MARYLAND COALITION FOR ROADWAY SAFETY, INC.
URGES Maryland SENATE Judicial Proceedings COMMITTEE
SUPPORT SB 0010**

January 26, 2026

TO: Senator William C. Smith, Chair, Senator Jeff Waldstreicher, Vice Chair, and Bill Sponsor Senator A. Washington
Judicial Proceedings Committee
Maryland General Assembly
2 East Miller Senate Office Building
Annapolis, Maryland 21401

FROM: John Becker, Board Member
SafeRoadsMD - Maryland Coalition for Roadway Safety, Inc.
(301) 852 9051, jb@saferoadsmd.org
SafeRoadsMD.org

Re: Request for a Favorable Review of SB 0010 – State Highway Administration – Speed Monitoring Systems – Application Approval

As a member of **SafeRoadsMD (Maryland Coalition for Roadway Safety, Inc.)**, a statewide coalition of families, advocates, and professionals committed to reducing traffic deaths, serious injuries and crashes, this request is submitted for a favorable review of Senate Bill 0010.

This bill enhances speeds, the review and implementation process thereby contributing to safer roads for all Marylanders

Respectfully,

John Becker
Board Member
Maryland Coalition for Roadway Safety, Inc.

cc: John Seng, Chair
Maryland Coalition for Roadway Safety

SB10

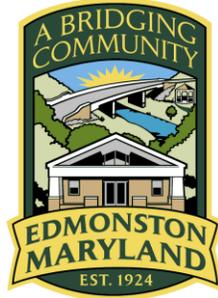
Uploaded by: Tracy Grant

Position: FAV

TOWN OF EDMONSTON

MAYOR
TRACY R. GANT

TOWN ADMINISTRATOR
RODNEY BARNES



COUNCIL MEMBERS
KONY SERRANO PORTILLO
BETSY MCCAULEY
JOHN A. JOHNSON
SARAH TURBERVILLE

January 26, 2026

RE: Support for Senate Bill SB0010 sponsored by Senator Alonzo Washington

Dear Chair and Members of the Judicial Proceedings Committee,

I am writing on behalf of the Town of Edmonston to express my strong support for Senate Bill 0010, sponsored by Senator Alonzo Washington, concerning the State Highway Administration's review of applications for speed monitoring systems.

As Mayor, ensuring public safety on our roadways is one of my highest priorities. Speed monitoring systems are a proven tool for improving traffic safety, protecting pedestrians, and reducing serious and fatal crashes—particularly in high-risk areas such as school zones, residential neighborhoods, and major corridors. However, unnecessary delays in the approval process can hinder local governments' ability to implement these critical safety measures in a timely manner.

SB0010 provides a clear, reasonable, and accountable framework by requiring the State Highway Administration to approve, deny, or return an application as incomplete within 90 days of receipt. This clarity benefits both the Administration and local jurisdictions by establishing predictable timelines and encouraging efficient review. Importantly, the provision that deems an application approved if no action is taken within the required timeframe ensures that applications are not stalled indefinitely and that public safety improvements are not delayed without justification.

This legislation promotes transparency, efficiency, and partnership between the State and local governments while maintaining appropriate oversight. It empowers municipalities to respond more effectively to community safety concerns and reinforces our shared commitment to reducing dangerous speeding on Maryland's roads.

For these reasons, I respectfully urge a favorable report on Senate Bill 0010. Thank you for your consideration and for your continued dedication to public safety and effective governance.

Sincerely,

A handwritten signature in black ink, appearing to read "Tracy R. Gant".

Mayor Tracy Gant
Mayor, Town of Edmonston

SB0010 - SHA - LOI - State Highway Administration

Uploaded by: Patricia Westervelt

Position: INFO

January 28, 2026

The Honorable William C. Smith, Jr.
Chair, Judicial Proceedings Committee
2 East Miller Senate Office Building
Annapolis, MD 21401

RE: Letter of Information – SB 10 – State Highway Administration – Application Approval

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) offers the following letter of information for the Committee's consideration of Senate Bill 10.

SB 10 requires the State Highway Administration (SHA) to approve, deny, or return as incomplete an application for a speed monitoring system within 90 days of receipt. It provides that, if SHA does not reply within the 90-day timeframe, the application will be considered approved.

SHA recognizes the importance of speed safety cameras, a Federal Highway Administration (FHWA) proven safety countermeasure, to save lives and prevent serious injuries on Maryland roadways. Transportation Article § 21-809 provides authority to local governments to install automated speed enforcement (ASE) cameras in school zones, residential districts, and other site-specific locations. Local governments must coordinate with SHA when the requested location is along a state highway.

SHA has recently worked with local governments to collaborate on process improvements and implemented enhanced systems that support more efficient and timely processing of permit requests, including for ASE. Previously, the local SHA District Office and Office of Traffic and Safety (OOTS) shared responsibility for reviewing permit requests for ASE. SHA has streamlined the review process so that the review and approval of ASE permits is managed directly at the SHA District Office. Additionally, SHA implemented system improvements that allow for more effective tracking and management of permit applications. SHA believes that the administrative actions taken to improve the review process have created more predictable and reliable review timelines for ASE.

SHA's internal performance metrics require the timely processing of permit applications. While SHA makes every effort to process permit applications in a timely manner, there are some cases where reviews and approval take longer than anticipated for reasons beyond SHA's control including:

- **Local jurisdiction permit prioritization.** Local jurisdictions often send requests for ASE permits in large groups with multiple locations based on when they receive new enabling legislation for more cameras or when new vendors start. Often, permits are not prioritized, resulting in SHA having fluctuating demand for approvals, rather than providing a balanced workflow of permit requests. A standardized timeline requirement should consider reasonable limitations on the number of concurrent permit requests.
- **Local jurisdictions submitting incomplete applications.** SHA experiences circumstances where more information is required to effectively review and process the application or an application is

The Honorable William C. Smith, Jr.

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incomplete. Requesting and awaiting submission of additional information, such as detailed plans, vicinity maps, speed studies, and local ordinances, adds time to the overall review and approval timeline. SHA typically partners with local governments, offering more time to provide updated permit information, while the bill text would necessitate more applications be returned for resubmission. This would trigger additional review cycles for local jurisdictions.

- **Right-of-way considerations.** ASE systems can be fixed units or portable (e.g. mounted on trailers) and they vary greatly in their application depending on roadway context. In some cases, ASE systems installed by local jurisdictions on State roadways require access to power and communications infrastructure or are installed on an SHA-owned structure. Additionally, ASE systems and their accompanying signage plans must be verified for appropriate right-of-way placement to not create sight line issues, which can be challenging in certain contexts.
- **School zone designation not in place at a requested location.** This requires a separate Memorandum of Action (especially if the school is located off a state highway). As required by law, a plan to install appropriate school zone signing must occur first, with the speed camera review occurring afterwards.
- **Communication and correspondence challenges.** Some local jurisdictions allow their ASE vendor to serve as the point of contact for their ASE program, including for permit application submissions to SHA. This can lead to miscommunication and delays in the transmission of pertinent documentation.

SHA remains committed to improving the safety and mobility of all road users and would be happy to meet with the sponsor to discuss opportunities to further improve and create efficiencies in the review and approval process for ASE permits.

The Maryland Department of Transportation respectfully requests the Committee consider this information during their deliberations of Senate Bill 10.

Respectfully submitted,

April Moeller
Director
Office of Government Affairs
Maryland State Highway Administration
410-210-5780

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