

SB45_BrooksB.pdf

Uploaded by: Benjamin Brooks

Position: FAV

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

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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

SB45_One Pager.pdf

Uploaded by: Benjamin Brooks

Position: FAV

SB 45
HB 55

SLOWING SPEEDING

IN MARYLAND'S RESIDENTIAL NEIGHBORHOODS

Speed Monitoring System

As defined in Maryland law, "speed monitoring systems" are devices that record images of vehicles traveling at speeds "at least 12 miles per hour above the posted speed limit."

The Issue: Giving Back Local Control to Handle Speeding

Currently, most Maryland counties **do not have permission to allow speed monitoring systems in their residential neighborhoods.** Unless these systems are placed in a ½ mile radius of a school zone, the General Assembly has to approve every new system that our constituents may want in their neighborhoods. This delays the deployment of valuable safety equipment to our constituents.



What can the General Assembly do about speeding?

The General Assembly should **authorize local control for implementing speed monitoring systems in all counties.** This bill will do just that— instead of the General Assembly approving new systems in residential areas, local governments will be given this authority. **Local governments can and should be allowed to manage the local needs and safety of our constituents.**



Montgomery County

In 2005, Montgomery County State Delegates and Senators passed the authorization they needed to allow speed safety cameras in their residential areas.



Prince George's County

In 2021, Prince George's County State Delegates and Senators passed the authorization they needed to allow speed safety cameras in their residential areas.



Anne Arundel County

In 2023, Anne Arundel County State Delegates and Senators passed the authorization they needed to allow speed safety cameras in their residential areas.

Equity and Safety

This bill prioritizes the safety of our constituents. There is significant evidence to show that speed monitoring systems reduce speed, **protecting drivers and pedestrians in residential neighborhoods.**

Native and Black Americans are the two highest at-risk groups for pedestrian fatalities in the US at 5.82 and 2.94 deaths per 100k of population, respectively. White Americans accounted for only 1.5 deaths.

Speed Monitoring Systems Keep Our Roads Safe

From a 7.5 year study in Montgomery County, Maryland, that analyzed changes in travel speeds before and after the placement of speed cameras:

62%

Reduction in the likelihood that a vehicle was traveling 10 mph above the speed limit

19%

Reduction in the likelihood a car crash resulted in an incapacitating or fatal injury

10%

Reduction in the mean speeds after the program was implemented over 7.5 years

BENJAMIN
BROOKS

SENATOR FOR DISTRICT 10

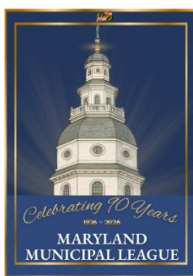
Michele
GUYTON
State Delegate

benjamin.brooks@senate.maryland.gov
michele.guyton@house.maryland.gov

SB 45 - MML - FAV.pdf

Uploaded by: Bill Jorch

Position: FAV



TESTIMONY

COMMITTEE: Senate Judicial Proceedings

DATE: January 20, 2026

POSITION: Favorable

BILL: SB 45

The Maryland Municipal League supports SB 45, which would allow local governments statewide to place speed cameras in residential districts. This expanded authority enables this proven traffic safety device to be further deployed in areas with chronic reckless driving problems and vulnerable populations.

Numerous studies have shown that the presence of speed cameras reduces vehicular speed, overall accidents, and serious accidents. Currently, local governments are authorized to place speed cameras in residential districts in three counties, and the municipalities within, and in school zones statewide. Both residential areas and school zones are highly populated with vulnerable road users, primarily children.

One of the most frequent concerns our municipal leaders hear from their constituents is speeding in their community and speed cameras are one of the best tools to curb vehicular speeding. This bill provides the option for local governments to expand this already successful program to residential districts statewide. Not every municipality will use this tool, but having it as an option will allow each municipality to determine if it is the right choice for their community.

For these reasons, the Maryland Municipal League respectfully requests a favorable report on Senate Bill 45.

For more information relating to this piece of testimony, please contact:

Bill Jorch: Managing Director, Advocacy and Public Policy, billj@mdmunicipal.org

Roughly 10% of the State's lane miles are in municipalities, which make up less than 5% of the land area.

Personal testimony - 2026 SB0045 - Vehicle Laws -

Uploaded by: Henry Cook

Position: FAV

Bill: SB0045 - Vehicle Laws - Speed Monitoring Systems - Residential Districts

Position: **FAVORABLE**

Members of the Senate Judicial Proceedings Committee,

I am a resident of Baltimore County in the Lutherville-Timonium area. I use designated highways within my residential area very frequently that would be affected by SB0045, specifically Seminary Ave (MD-131), Dulaney Valley Rd (MD-146) and portions of York Rd (MD-45). Additionally, as a cyclist, I often ride on Seminary Ave (MD-131), Park Heights Ave (MD-129), and Old Court Rd (MD-133). All of these roads have sections controlled at 35mph or less and travel through residential districts where pedestrians, cyclists and children may be present.

Although there are alternatives to automated enforcement, especially road design and police enforcement, these each have significant limitations. Road redesign is costly and takes place over a long term and can not be used to address areas of speeding and dangerous driving quickly. Police enforcement is possible, but diverts limited policing resources and not all roadways have safe stopping points for pulling over drivers.

A recent study published in the Proceedings of the National Academy of Sciences found that the presence of automated traffic enforcement cameras “reduce collisions and injuries by 5 and 2.5% per month on average, respectively. Cumulatively, over the seven months following their introduction, collisions declined by 30% and injuries by 16%.” [1]

In addition to formal evidence, I know that I have seen driver behaviors change and their speeds reduce after automated traffic enforcement in school districts, on I-83 in Baltimore City and on I-695 in the construction zones. I feel safer driving on I-83 and in the construction zones as a result and I have experienced the reduction in crashes on my commute. I would very much like to see such behavior change and safer roads in my neighborhood.

Thank you for your consideration of my testimony and I hope that the committee will vote in favor of this legislation.

Henry Cook
Timonium, MD

[1] A. Stagoff-Belfort, J. Ben-Menachem, & B. Beck, Can speed cameras make streets safer? Quasi-experimental evidence from New York City, Proc. Natl. Acad. Sci. U.S.A. 122 (50) e2520328122, <https://doi.org/10.1073/pnas.2520328122> (2025).

SB0045 Residential Speed Monitoring Systems Bikemo

Uploaded by: Jed Weeks

Position: FAV



January 16, 2026

Senate Judicial Proceedings Committee
2 East Miller Senate Office Building
Annapolis, Maryland 21401

SUPPORT: SB0045 Bicyclist Start on Leading Pedestrian Interval

Bikemore, Baltimore City's livable streets advocacy organization representing more than 8,000 advocates and the 30% of Baltimoreans who lack access to a car, is writing to support SB0045.

Automated Traffic Enforcement is an effective tool for changing behavior and reducing crashes which can result in fatalities and serious injuries to all road users. The Federal Highway Administration recognizes ATE as a Proven Safety Countermeasure. Fixed cameras can reduce injury crashes on urban arterials by up to 47%.

This is especially important for vulnerable road users such as pedestrians, cyclists, the elderly, people with disabilities and schoolchildren who may cross or travel along our roads to access schools, parks, shopping areas and other destinations. Local jurisdictions are most aware of the use and context of local roads and should have the authority to place automated enforcement cameras to increase safety.

By enacting SB0045, the legislature can give all local jurisdictions an additional tool to help achieve the State's goal of zero crash fatalities and serious injuries by 2030. The bill extends the local authority to implement speed monitoring on certain streets statewide from the current statute that applies only to Anne Arundel, Prince George's and Montgomery Counties.

Bikemore encourages your support.

Sincerely,

Jed Weeks
Executive Director

SafeRoadsMD Supports SB 45.pdf

Uploaded by: John Seng

Position: FAV



SafeRoadsMD

PLEASE SUPPORT SB 45
“Speed Monitoring Systems in
Residential Districts”

MARYLAND COALITION FOR ROADWAY SAFETY, INC.

URGES MD SENATE JPR COMMITTEE SUPPORT FOR SB 45

January 16, 2026

TO:

Honorable Senator William C. Smith, Chair
Honorable Senator Jeff Waldstreicher, Vice Chair
Judicial Proceedings Committee
Maryland General Assembly
2 East Miller Senate Office Building
Annapolis, Maryland 21401

FROM:

John Seng, Chair
SafeRoadsMD - Maryland Coalition for Roadway Safety, Inc.
(202) 468-7682, JSeng@SafeRoadsMD.org
SafeRoadsMD.org

Re: Request for a Favorable Review of SB 45 – Speed Monitoring Systems in Residential Districts

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

On behalf 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, we respectfully request a favorable review of Senate Bill 45.

Maryland people continue to experience an unacceptable level of roadway harm, with speeding a persistent and well-documented contributor to crashes and fatalities—particularly on residential streets where people live, walk, and bike. For far too many communities, dangerous speeding has become normalized, even as the consequences grow more severe.

SB 45 provides a measured, commonsense response.

The bill allows local jurisdictions statewide to use speed monitoring systems on qualifying residential roads with posted speed limits of 35 miles per hour or less, if—and



Credit: Montgomery County Fire & Rescue Service 2026

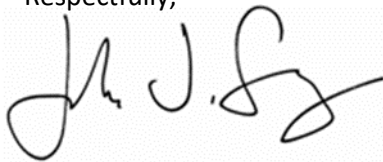
Maryland Coalition for Roadway Safety, Inc.
2127 Regina Terrace, Clarksburg, MD 20871 (202) 468-7682

only if—the local governing body chooses to authorize their use following public notice and a public hearing. Importantly, the bill targets only the most dangerous behavior, applying enforcement to vehicles traveling 12 miles per hour or more over the speed limit. SB 45 does not mandate cameras, lower speed limits, or remove local discretion; it simply ensures that all Maryland communities have equal access to a proven safety tool already in use in parts of the state.

We acknowledge that automated enforcement can raise concerns about fairness, revenue generation, or privacy. While these concerns deserve thoughtful discussion, Maryland’s experience demonstrates that speed monitoring systems are among the most transparent and equitable forms of traffic enforcement. They operate consistently, without bias, and reduce the need for traffic stops that can introduce risk for drivers and officers alike. **Most importantly, the evidence shows that speed cameras change driver behavior and reduce excessive speeding—advancing safety, not revenue.**

SafeRoadsMD urges the Maryland Senate Judicial Proceedings Committee to issue a favorable review of SB 45. The bill aligns squarely with Vision Zero principles and reflects a responsible, locally accountable approach to preventing needless loss of life on Maryland’s residential streets. We appreciate your leadership and your continued commitment to the safety of all Maryland road users.

Respectfully,

A handwritten signature in black ink, appearing to read "John J. Seng". The signature is fluid and cursive, with the first name "John" being the most prominent.

John J. Seng
Chair
Maryland Coalition for Roadway Safety, Inc.

cc: Rev. Dr. R. Screen, R. Weiss - Route 210 Safety Committee; SafeRoadsMD Board

SB_045_Support.pdf

Uploaded by: Kayenda Twesigye

Position: FAV

KATHERINE A. KLAUSMEIER
County Executive



PAM KASEMEYER
Director of Government Affairs

BRAD KRONER
Deputy Director of Government Affairs

KAYENDA TWESIGYE
State Legislative Officer

BILL NO: SB 45

TITLE: Vehicle Laws – Speed Monitoring Systems – Residential Districts

SPONSOR: Senator Benjamin Brooks, Carl Jackson and Jim Rosapepe

COMMITTEE: Judicial Proceedings

POSITION: **SUPPORT**

DATE: January 16, 2026

Baltimore County **SUPPORTS** Senate Bill 45 – Vehicle Laws – Speed Monitoring Systems – Residential Districts. This bill authorizes the use of speed monitoring systems, primarily referred to as “speed cameras,” in residential areas. This legislation enables local law enforcement to place speed monitoring systems in residential areas with a maximum posted speed limit of 35 miles per hour.

Current law prohibits Baltimore County from placing speed cameras outside of school zones with a posted limit of least 20 miles per hour. This legislation grants local law enforcement the authority to determine and select placement of speed monitoring systems across the jurisdiction. Ultimately, the legislation aims to reduce the volume of speeding amongst motor vehicle operators in residential districts.

The Baltimore County Police Department has specialized units dedicated to traffic management and to vehicle crash investigations, due to the high volume of traffic accidents causing property damage, personal injuries and death. Prior to placement and deployment of speed monitoring systems in residential areas, each location will be evaluated based upon the following factors:

- Community Request
- Speed Survey
- Crash Data from Crime Analysis Unit
- Physical Site Evaluation

Additional factors such as actual placement and the geometry of the road (curves or hills), sight distance and on-street parking are taken into consideration to ensure the system is alleviating burden on the community than imposing one.

Accordingly, Baltimore County requests a **FAVORABLE** report on Senate Bill 45 from the Senate Judicial Proceedings Committee. For more information, please contact Kayenda Twesigye, State Legislative Officer of Government Affairs at ktwesigye@baltimorecountymd.gov.

Lucetta Rupkey Testimony.pdf

Uploaded by: Lucetta Rupkey

Position: FAV

To: Senator Brooks

From: Lucetta Rupkey, resident of Glen Arm, Maryland

I am submitting my written testimony in support of SB0045, Speed Monitoring Systems, sponsored by Senator Brooks. There is no community association in Glen Arm, so I am writing as a concerned citizen. I am not alone in my concern as there are multiple posts on Nextdoor (a social media platform) each week by community members complaining about speeders and tailgaters.

Most drivers I see in the morning and evening rush hour are drivers cutting thru Glen Arm from Belair and Harford County to Towson and Cockeysville. Their GPS is taking them this way because it is faster than 95 and the beltway. It is faster because there are very few redlights and drivers can speed as fast as they want to go. The volume of traffic in the area has increased drastically in the past 10 years. I live on Manor Rd – the speed limit is 35 MPH. I cannot pull out of my driveway if I see a car 600 ft away because they are going at least 55 MPH. The roads around here are twisty residential roads that were not designed for the speed or volume we are experiencing. The speeders seem to think these country roads are highways. I have been passed on a double yellow line on Manor Road quite a few times because I wasn't going fast enough on the road I live on. One day in 2023 there were 4 accidents within 5 miles of my house. There are routinely accidents, and I can't really enumerate all. My daughter lives in Baltimore City and hates driving in Glen Arm because of the tailgaters and belligerent drivers – she says that only happens occasionally in the city but is every drive occurrence here.

Speed cameras have been effective for traffic calming in Montgomery and Prince George's Counties. Speed cameras are the only way to solve the speeding problem in Glen Arm. Thanks for listening to my testimony. I would have come in person, but I have a broken arm and can't drive.

Lucetta Rupkey

410-262-8916

SB0045-JP-FAV.pdf

Uploaded by: Nina Themelis

Position: FAV



BRANDON M. SCOTT
MAYOR

*Office of Government Relations
88 State Circle
Annapolis, Maryland 21401*

SB 0045

January 20, 2026

TO: Members of the Judicial Proceedings Committee
FROM: Nina Themelis, Director of Mayor's Office of Government Relations
RE: Senate Bill 0045 – Vehicle Laws - Speed Monitoring Systems - Residential Districts

POSITION: FAVORABLE

Chair Smith, Vice Chair Waldstreicher, and Members of the Committee, please be advised that the Baltimore City Administration (BCA) **supports** Senate Bill (SB) 0045.

SB 0045 expands the authorization of speed monitoring systems to be used in residential districts statewide. Residential districts are found along streets which are primarily residential in nature. If passed, jurisdictions statewide would be authorized to operate speed cameras around the clock on residential streets with a speed limit of 35mph or lower. This legislation is one of the Mayor's main legislative priorities for the 2026 Maryland General Assembly session.

Baltimore City primarily conducts speed camera enforcement through school zone cameras, which may only operate between 6am and 8pm on weekdays. Allowing residential district speed cameras statewide, which may operate outside school zone hours, would allow jurisdictions to capture a potentially significant share of illegal driving behavior. This change may yield additional citations, behavioral improvements, and crash reductions.

This is especially significant as nighttime driving conditions—low traffic volumes, flashing signals, and low visibility—may converge to increase the incidence of dangerous crashes. In Baltimore City, the only speed cameras permitted to operate around the clock are located on I-83. Of the 157K+ citations issued by these cameras in calendar year 2025, over 23K, or about 15%, occurred between the hours of 8pm and 6am.

Speeding remains a leading cause of crashes and traffic fatalities. Authorizing jurisdictions to implement and enforce speed monitoring systems in residential districts will protect residents, pedestrians, and motorists alike. It is for this reason that Mayor Brandon M. Scott has added this legislation to his set of policy priorities for the 2026 Maryland General Assembly session.

For the above stated reasons, the BCA respectfully request a **favorable** report on SB 0045.

SB0045 - SHA - LOS - Vehicle Laws - Speed Monitori

Uploaded by: Patricia Westervelt

Position: FAV



Wes Moore
Governor
Aruna Miller
Lieutenant Governor
Kathryn Thomson
Acting Secretary

January 20, 2026

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

RE: Letter of Support – SB 45– Vehicle Laws – Speed Monitoring Systems – Residential Districts

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) offers the following letter of support for the Committee’s consideration of Senate Bill 45.

SB 45 expands statewide the authorization to use speed monitoring systems on highways in residential districts with a maximum posted speed limit of 35 miles per hour on which the speed limit was established using generally accepted traffic engineering practices. Currently, Anne Arundel, Montgomery, and Prince George’s are the only counties in Maryland with this authorization.

Maryland is committed to the goal of Vision Zero by 2030 – this requires the State Highway Administration (SHA) to work with local and state partners to implement smart solutions to help save lives. Speeding is a contributing factor in over one-third of all fatal crashes nationwide. Across 2024 and 2025, over 14,000 of the crashes which occurred on Maryland roadways involved speeding.

The Federal Highway Administration (FHWA) considers speed safety cameras a proven safety measure. FHWA reports that fixed unit speed safety cameras can reduce crashes on urban principal arterials by up to 54 percent. Further, research has shown that the estimated economic benefits of reduced crashes substantially exceed the total fines paid by violators. The use of speed monitoring systems on Maryland roadways complements local law enforcement as an additional resource to reduce speeds, correct driver behavior, and create safer roadways for all.

The SHA notes that the bill does not alter where fines collected from speed monitoring systems are directed. Generally, the relevant jurisdiction recovers the costs of implementing the system and spends the remaining balance for public safety purposes, including pedestrian safety programs. Revenue collected after administrative cost recovery for speed cameras on state highways should be directed for safety purposes on the roads where the violations occurred.

The Honorable William C. Smith, Jr.

Page Two

Using funds to further enhance safety in these areas aligns with the ultimate goal of speed monitoring systems – to slow drivers down, prevent injuries, and save lives.

The Maryland Department of Transportation respectfully requests the Committee consider this information during their deliberations of Senate Bill 45.

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

2026-SB 045 Speed Monitoring Systems, Residential.

Uploaded by: Peter Gray

Position: FAV



WABA
WASHINGTON AREA
BICYCLIST ASSOCIATION

[SB 045](#)

SB 045: Vehicle Laws - Speed Monitoring Systems - Residential
Senate Judiciary Proceedings Committee
Bike Maryland and Washington Area Bicyclist Association – FAVORABLE

January 16, 2025

Chair Smith and Committee Members,

Roadway safety is a paramount transportation concern, especially for vulnerable road users. SB 045, Speed Monitoring Systems - Residential, would make Maryland's roadways safer for all who walk, bike, roll and drive. Bike Maryland is a statewide biking advocacy organization with over 200 paying members and thousands of other advocate contacts. The Washington Area Bicyclist Association (WABA) is an advocacy organization with 1,200 Maryland members and thousands of other supporters in the State. Bike Maryland and WABA support the bill.

Automated Traffic Enforcement, or ATE, is an effective tool for changing behavior and reducing crashes which can result in fatalities and serious injuries to all road users.. The Federal Highway Administration recognizes Speed Safety Cameras as a Proven Safety Countermeasure. Fixed cameras can reduce injury crashes on urban arterials by up to 47%.

This is especially important for vulnerable road users such as pedestrians, cyclists, the elderly, people with disabilities and schoolchildren who may cross or travel along our roads to access schools, parks, shopping areas and other destinations. Local jurisdictions are most aware of the use and context of local roads and should have the authority to place automated enforcement cameras to increase safety.

By enacting SB 045, the legislature can give all local jurisdictions an additional tool to help achieve the State's goal of zero crash fatalities and serious injuries by 2030. The bill extends the local authority to implement speed monitoring on certain streets statewide from the current statute that applies only to Anne Arundel, Prince George's and Montgomery Counties.

Bike Maryland and WABA and the other advocacy groups listed below urge a favorable SB 045 committee report and Senate floor vote.

Peter Gray, Chair@bikemd.org

Baltimore Bicycling Club

Bicycle Advocates for Annapolis & Anne Arundel County (BikeAAA)

Bikemore

Bike HoCo

Frederick Bicycle Coalition

SB 45-2026 Support, Weiss.pdf

Uploaded by: Ron Weiss

Position: FAV

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

SB45

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: Senate Judicial Proceedings Committee

The members of the National Federation of the Blind of Maryland urge the Senate Judicial Proceedings Committee to give a favorable report to SB0045. This bill establishes speed monitoring systems in residential areas as designated in the bill.

Blind and low vision individuals would particularly benefit from this bill because, as pedestrians, we are at the mercy of drivers who frequently don't adhere to posted speed limits. This results in decreased safety as we move about our communities. We depend on sound to cross streets, follow traffic in areas where we must walk on the shoulder due to lack of sidewalks, and when our ability to hear or nonvisually discern traffic is obstructed. Drivers who fail to drive within the speed limit are problematic in all of the obvious ways, but also because when we make decisions about crossing, walking, and other navigation, we are assuming they are driving at the regular rate of speed; thus, when they are travelling faster, we don't know this until we are hurt by these drivers.

Speed monitoring systems are necessary for traffic speed enforcement. Police officers cannot be everywhere, and these systems make it so they don't have to be. Moreover, they serve as a natural deterrence to speeding.

These systems have evolved such that privacy is protected. We use similar systems throughout the state for toll way monitoring, bus lane monitoring, and for red light enforcement.

For those reasons, we ask for a favorable report on SB0045. For questions, please contact me at President@nfbmd.org or at 443-426-4110.

MCPA-MSA SB 45 Speed Monitoring Systems - Resident

Uploaded by: Samira Jackson

Position: FAV



Maryland Chiefs of Police Association

Maryland Sheriffs' Association



MEMORANDUM

TO: The Honorable William C. Smith, Jr., Chair and
Members of the Judicial Proceedings Committee

FROM: Darren Popkin, Executive Director, MCPA-MSA Joint Legislative Committee
Andrea Mansfield, Representative, MCPA-MSA Joint Legislative Committee
Samira Jackson, Representative, MCPA-MSA Joint Legislative Committee

DATE: January 20, 2026

RE: **SB 45 Vehicle Laws - Speed Monitoring Systems - Residential Districts**

POSITION: **SUPPORT**

The Maryland Chiefs of Police Association (MCPA) and the Maryland Sheriffs' Association (MSA) **SUPPORT SB 45**. This bill would authorize speed monitoring systems ("speed cameras") on highways in residential districts with a maximum posted speed limit of 35 miles per hour statewide, instead of current law that only authorizes residential speed cameras in Anne Arundel County, Montgomery County, and Prince George's County.

Under SB 45, speed cameras will be allowed to be used in specified residential area locations, outside of current law which limits these cameras to school zones and the abovementioned counties. The installation of these speed cameras will have a positive effect state-wide as it aims to negate negative and dangerous driving behaviors. Speed is a huge factor in the damage sustained in vehicle crashes. These cameras tend to slow vehicles down significantly, which will lead to a reduction in crashes and motor vehicle incidents. These speed cameras also serve to enhance safety in residential neighborhoods, where citizens are typically walking, riding bikes, and spending time outside with their families and/or pets.

The enactment of SB 45 allows police departments throughout the state to add speed cameras to encourage motorists to slow down in residential areas, where speeding is a problem. Additionally, the use of automated enforcement with speed cameras reduces the risks that are inherent during police traffic stops. Speed cameras have been an effective tool used to improve public safety by reducing speed-related vehicle crashes in residential areas.

For these reasons, MCPA and MSA **SUPPORT SB 45** and urge a **FAVORABLE** committee report.

SB0045-JPR_MACo_SUP.pdf

Uploaded by: Sarah Sample

Position: FAV



Senate Bill 45

Vehicle Laws – Speed Monitoring Systems – Residential Districts

MACo Position: **SUPPORT**

To: Judicial Proceedings Committee

Date: January 20, 2026

From: Sarah Sample

The Maryland Association of Counties (MACo) **SUPPORTS** SB 45. This bill authorizes statewide use of speed monitoring devices in residential districts under certain circumstances and only when enabled by a local ordinance. These changes could help promote safety and deter aggressive, reckless, and negligent driving, particularly in areas with families and children.

More frequently than ever, horrific traffic accidents have claimed the lives or good health of Maryland residents. Vehicle drivers and passengers aren't the only ones in danger – pedestrians and cyclists alongside the roadways are also at risk of harm or death. In the instance outlined in SB 45, potential pedestrian victims are often children playing and people simply trying to enjoy the day-to-day activities in their neighborhoods.

Research has shown that penalties for speeding have the potential to change behavior and drive down the number of violations over time. Counties believe having the authority to use automated enforcement for speeding in residential areas will further accountability, particularly in these sensitive locations. When deployed in a targeted way, these systems can and will save lives.

Not only does SB 45 hold reckless drivers accountable for behaviors that have led to a surge in the frequency and severity of incidents that are regularly putting residents and county employees at risk, but it sets a new standard of safety in communities for all residents. For these reasons, MACo **SUPPORTS** SB 45.

SB 45 FAV FCG GRO LS26.pdf

Uploaded by: Victoria Venable

Position: FAV



FREDERICK COUNTY GOVERNMENT

Jessica Fitzwater
County Executive

OFFICE OF THE COUNTY EXECUTIVE

Victoria Venable, Director
Government Relations Office

SB 45 – Vehicle Laws – Speed Monitoring Systems – Residential Districts

DATE: January 20, 2026
COMMITTEE: Senate Judicial Proceedings Committee
POSITION: Favorable
FROM: Victoria Venable, Director of Government Relations, Frederick County

On behalf of the County Executive of Frederick County, I respectfully request that the committee provide a favorable report for **SB 45 – Vehicle Laws – Speed Monitoring Systems – Residential Districts**. This legislation would grant local jurisdictions the authority to deploy speed cameras in residential districts, contingent upon local law authorization.

As we strive to maintain the safety of our communities and roads, automated speed monitoring systems are an invaluable resource. However, current state regulations prohibit counties from utilizing these systems within residential neighborhoods. This restriction hampers the ability of local governments, such as Frederick County, to address safety concerns voiced by residents effectively.

SB 45 would enable local jurisdictions to enact legislation permitting the use of automated speed monitoring systems in residential areas with speed limits below 35 miles per hour. The implementation of these systems could significantly mitigate the presence of reckless drivers in residential zones, thereby reducing the risk of preventable accidents and improving our ability to address safety concerns of our constituents.

Frederick County takes pride in being a community where individuals can live, work, and thrive. It is imperative that residents feel safe while walking, biking, or driving in their neighborhoods.

Thank you for considering SB 45. I strongly urge you to advance this bill with a favorable report.