

Judicial Proceedings Committee
SB 487 – Motor Vehicles – Speed Monitoring Systems – Safety Corridors
Vulnerable Road User Protection Act of 2026
POSITION: FAVORABLE

Dear Chair Smith and Committee Members:

I am writing to express my strong support for Senate Bill 487, the Vulnerable Road User Protection Act of 2026. I am doing this in honor of my late wife, Sarah Langenkamp, who was killed on River Road in 2022. In her memory, I have dedicated myself to promoting roadway safety in our state, and I am directly advocating for only two bills which I believe will have a disproportionate impact on saving lives on our roadways. HB 256 is one of those bills (the ISA “super speeders” bill, SB366 is the other).

According to the Maryland Department of Transportation (MDOT), more than 570 people died on Maryland roads in 2024. A full quarter of those deaths involved people walking or biking. Further, we also know that nearly a **third** of all roadway deaths are caused by speeding.

As you know, Maryland has committed itself by law to Vision Zero to work to reduce vulnerable road user deaths until there are none. To be something beyond a slogan, this commitment requires we take proactive and concrete measures.

The Maryland Department of Transportation has identified these safety corridors for a critical reason—they are where our efforts can save the most lives. And as we know, speed monitoring systems are one of the most important technologies available to us in this effort.

By giving MDOT the ability to use of speed monitoring systems in designated safety corridors, HB 256 would not only help reduce roadway deaths in Maryland. It would also make our neighborhoods more pleasant and more livable.

HB 256 is a proactive, data-driven approach to safety. It works because it:

- **Targets high risk areas.** By authorizing the State Highway Administration (SHA) and authorized local jurisdictions to use speed monitoring systems in safety corridors, this bill focuses enforcement where it’s needed most – in designated high-risk areas for pedestrians and cyclists.
- **Takes a proactive approach to improve safety for vulnerable road users.** HB 256 utilizes automated enforcement to prevent collisions *before* they occur. [The Federal Highway Administration](#) reports that fixed camera units can reduce crashes on arterial corridors by up to 54 percent.
- **Holds motorists accountable for dangerous driver behavior.** HB 256 ensures that drivers who operate at dangerous speeds in critical, identified corridors are held accountable. It will make roadways safer for us all.

I strongly urge the committee to provide a favorable report on SB 487. Thank you for your leadership in protecting all users on Maryland’s roadways.

Sincerely,
Dan Langenkamp