



September 8, 2025

FISCAL AND POLICY NOTE

TO: Colette R. Gresham, Esq.
Acting Council Administrator

Karen T. Zavakos
Acting Deputy Council Administrator

THRU: Lavinia A. Baxter 
Senior Legislative Budget and Policy Analyst

FROM: Malcolm Moody - 
Legislative Budget and Policy Analyst

RE: Policy Analysis and Fiscal Impact Statement
CB-019-2025 Speed Humps and Speed Monitoring Systems

CB-019-2025 (*Proposed and Presented by: Council Members Burroughs and Oriadha*)

Assigned to the Transportation, Infrastructure, Energy, and Environment (TIEE) Committee

AN ACT CONCERNING SPEED HUMPS AND SPEED MONITORING SYSTEMS for the purpose of providing for the Neighborhood Traffic Management Program; providing for traffic studies to evaluate the installation of speed humps on residential streets; providing for certain requests; providing for the timeline for the process of conducting a traffic study and making a determination on whether to install speed humps; providing for appropriate approvals for speed humps; providing for a reporting timeline for a final decision on the installation of speed monitoring systems; providing for a reporting timeline for a final decision on the installation of residential district speed monitoring systems; and generally regarding street humps and speed monitoring systems.

Fiscal Summary

Direct Impact

Expenditures: Additional expenditures not likely due to provisions of legislation not requiring installation of speed monitoring systems.

Revenue: None.

Indirect Impact

Potentially favorable.

Legislative Summary:

CB-019-2024, proposed and sponsored by Council Members Burroughs and Oriadha was presented on March 11, 2025, and was referred to the Transportation, Infrastructure, Energy and Environment (TIEE) Committee. The Bill would codify the process of installing traffic management measures as described in the Neighborhood Traffic Management Program (NTMP)¹. The Bill would also include a requirement to allow County Councilmembers to request additional information on the final decision to install a speed monitoring system(s), which will require a response from the Director of the Department of Public Works and Transportation (DPW&T) within six months.

Current Law/Background:

Currently, Title 21 of the Annotated Code of Maryland² regulates the rules of the road across the state. Section 21-809³ of the Code lists provisions that govern the use of speed monitoring systems in local jurisdictions. Section 21-809 establishes requirements for the proper installation of speed monitoring systems, including any necessary signage and citation process. These provisions ensure that speed monitoring systems are used consistently throughout the state, while also providing a framework to enforce recorded violations. Under § 21-809 (b)(1)(i), it is stated that a speed monitoring system may not be used in a local jurisdiction until its use is “authorized by the governing body of the local jurisdiction by local law enacted after reasonable notice and public hearing”. The proposed Bill aligns with this by codifying the NTMP, which calls for community input in the implementation of speed monitoring systems to improve road safety.

¹ Prince George’s County – [Neighborhood Traffic Management Program](#)

² MD Code, Transportation, [Title 21](#)

³ [§ 21-809. Speed monitoring systems](#)

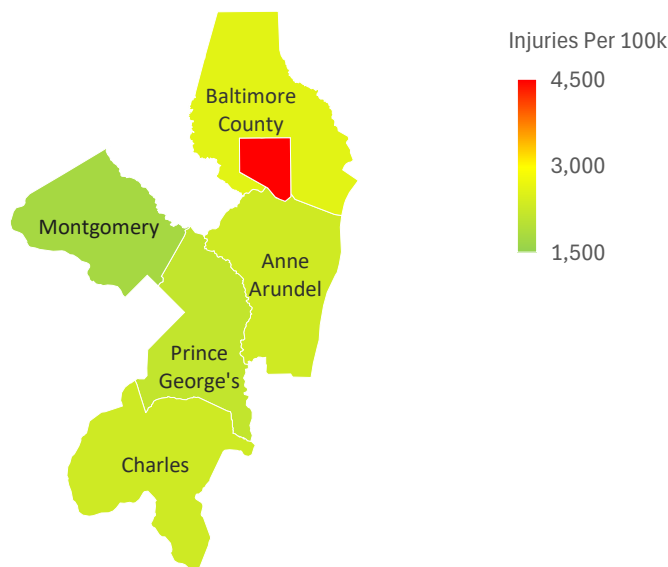
Resource Personnel:

- Colin Byrd, Council District 8

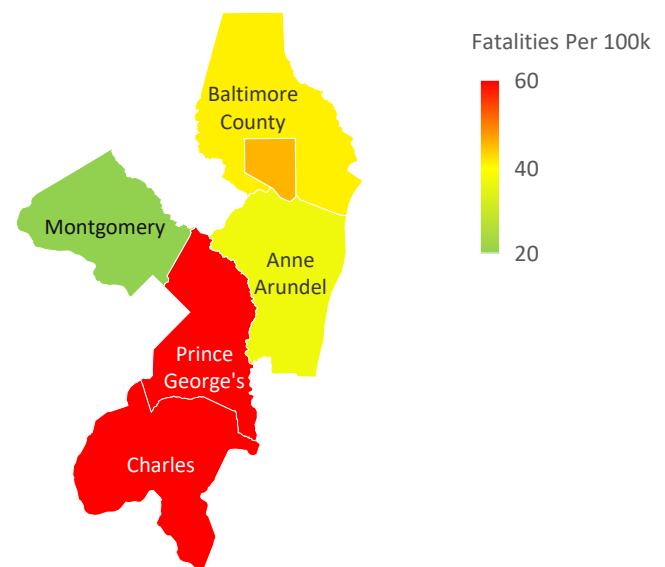
Discussion/Policy Analysis:

Concerning the issue of road safety, the maps below provide additional information on crash data in Prince George's County and surrounding jurisdictions. The crash data for the two maps below has been collected from the Automated Crash Reporting System (ACRS)⁴ data that has been submitted to the Maryland Department of State Police (MDSP) from the beginning of 2019 to 2023.

Crash Data Injuries 2019 - 2023



Crash Data Fatalities 2019 - 2023



After comparing the crash data, the number of crashes leading to injuries in Prince George's County is in line with the number of injuries per 100,000 residents in other jurisdictions. The crash data for fatalities suggests that the County has issues with the number of fatalities when comparing data showing fatalities per 100,000 residents in the area. The data on crash fatalities appears to be consistent with data collected by the National Highway Traffic Safety Administration (NHTSA), which releases an annual report⁵ of crash statistics. The 2023 report⁶ has shown that despite the percentage of traffic fatalities decreasing by 4.3% across the United States from 2022-2023, the State of Maryland has seen a 10.0% increase in traffic fatalities⁷.

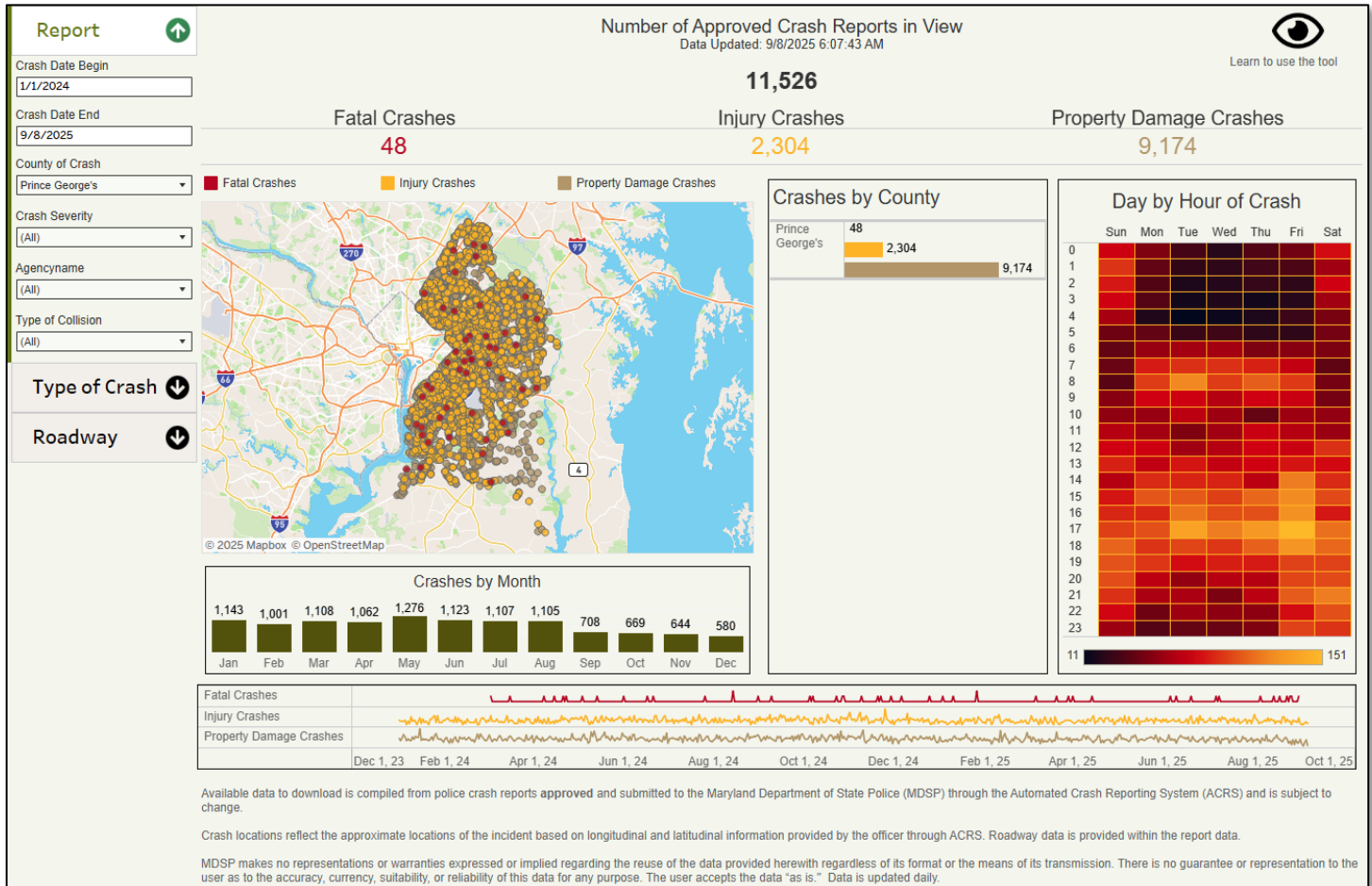
⁴ [Maryland Department of State Police - Crash Data Dashboard](#)

⁵ [NHTSA Publications](#)

⁶ [2023 State Traffic Data Traffic Safety Facts](#)

⁷ District of Columbia has seen a 38% increase in traffic fatalities from 2022-2023.

Below is crash data that has also been collected from ACRS, which is from the beginning of 2024 to September 8, 2025. This data specifically covers the County⁸, Municipal, and Local⁹ roads throughout the County.



This crash data suggests a need for targeted traffic calming measures, such as the implementation of speed monitoring systems and speed humps outlined in the NTMP and the proposed Bill.

Provisions of CB-019-2025:

The proposed Bill would require, within six months, that the Director of the Department of Public Works and Transportation respond to a request from a County Councilmember for additional information on the final decision whether to install a speed monitoring system(s). The Bill does not mandate any location of speed humps or monitoring systems but instead requires responsiveness to administrative inquiries. In addition, the process established by the NTMP traffic

⁸ [MD Transportation Code § 8-101 \(2024\)](#) – Defined as the title to which or the easement for the use of which is vested in a public body or governmental agency; and that is not a state highway or located in Baltimore City.

⁹ [Maryland Department of Transportation - Roadway Classifications](#) – Defined as roads primarily serving residential neighborhoods with short travel distances and high levels of access to land. They can exist in urban and rural areas.

study for installing new residential speed monitoring systems and speed humps will be codified and placed into the County Code.

Fiscal Impact:

- *Direct Impact*

Enactment of CB-019-2025 is unlikely to have an adverse fiscal impact on the County in the form of additional expenditures due to the Bill not requiring new installations.

- *Indirect Impact*

Enactment of CB-019-2025 could have a potentially favorable impact on the County by increasing community engagement in the process of installing speed monitoring systems, which is one of the NTMP goals.

- *Appropriated in the Current Fiscal Year Budget*

No

Effective Date of Proposed Legislation:

The Act shall take effect forty-five (45) days after it becomes law.

If you require additional information, or have questions about this fiscal impact statement, please reach out to me via phone or email.