

Maryland

Speed Limits: 1994 and 2004

State	Limited Access Rural Interstates		Limited Access Urban Interstates		Other Limited Access Roads		Truck Speed (Y or N)
	1994	2004	1994	2004	1994	2004	
Maryland	55	65	55	65	55	55-65	Some

Speed limits apply only to full freeways only. In Maryland, trucks are limited to 60 mph on Interstate 68 in the western mountainous regions of the state.

Speeding-related Data

Maryland collects speeding-related crash data and speeding-related citation data. Speeding-related crashes are defined as any reportable crash in which speeding was listed as a contributing factor, whether or not the driver was noted as going over the posted speed limit. Contributing factors include exceeding speed limits and too fast for conditions. The state also collects crash and citation data about aggressive driving.

Maryland statute defines aggressive driving as committing three or more of the following offenses at the same time or during a single and continuous period of driving: violation of traffic lights with steady indication; overtaking and passing vehicles; passing on right; driving on laned roadways; following too closely; failure to yield right of way or exceeding a maximum speed limit.

Proportion of Speeding-related Crashes

Year	Speeding-related Fatal Crashes	Speeding-related Injury Crashes	Speeding-related Citations All Agencies (percent)
2003	23.8%	19.1%	349,921 (34.5% all citations issued)
2002	25.6%	16.5%	368,305 (32.8% all citations issued)
2001	23.1%	15.8%	357,962 (32.8% all citations issued)

Maryland analyzed speed data for over representation by any specific geographic area, race, ethnic group, gender, age or other grouping. The state reported the highest number of speeding-related crashes and fatal speeding-related crashes have historically occurred during the daylight hours. Other conclusions are:

- Among all drivers involved in speeding-related crashes, the driver age group of 16-20 and 20-24 years was the most involved in total crashes and fatal crashes. The driver age group of 16-20 years had the highest percentage of drivers involved in speeding crashes (25.5 percent) and the highest driver fatalities involved in speeding crashes (18.3 percent). As driver age increases, the fraction of speeding drivers involved in speeding-related crashes decreases.
- The proportion of male drivers involved in fatal speeding crashes was significantly higher than that of male drivers in all crashes (63.0 versus 52.0 percent).
- Total and fatal speeding-related crashes were highest in Prince George's County.

Efforts to Reduce Excessive Speeding

Maryland produces and distributes a brochure describing speed limits, the law surrounding them and the manner by which they are set. Speed display trailers are frequently purchased and utilized by local jurisdictions to monitor and enforce speed limits. Engineering efforts include a pilot project in 2005 involving the use of variable speed limits in construction zones. Other construction zone efforts include studies analyzing the effectiveness of speed control strategies involving temporary rumble strips, truck-mounted Portable Changeable Message Sign (PCMS) technology w/radar, an advisory 'Speed Ahead' signs using radar and wider lane lines to reduce speed. State, county and municipal law enforcement agencies continue to enforce speed limit violations.

The state highway safety office distributes funds to Community Traffic Safety Programs (CTSP) in each county jurisdiction. The CTSPs award funds for a variety of activities, including local speeding-related and aggressive driving enforcement efforts. Additionally the state police agency receives grant funds for aggressive driving enforcement. Grant monies are then allocated for both speeding and aggressive driving related enforcement activities according to the specific needs of a regional command. Given this formula, 2.1 percent of federal highway safety dollars were spent for speeding-related enforcement projects in 2003. In 2004, 3.3 percent of funds were spent and in 2005, 1.5 percent of federal highway safety dollars are committed for speeding-related enforcement projects. Other than funds used as match, Maryland has no state dollars for speeding-related activities.

Maryland reports success in efforts to address speeding. For the past eight years the state has been an active participant in the regional *Smooth Operator* program. *Smooth Operator* is a unique partnership involving Virginia, Maryland and the District of Columbia, and combines enforcement, education and engineering approaches to address the problem of aggressive driving. As a result of the public education campaign, public awareness of aggressive driving issues has been measured at 67 percent and 78 percent in the Baltimore and Washington, D.C. metro areas, respectively in 2005. The percentages were about 11 lower during the 2004 campaign. In 2003, the percentages were 46 percent and 78 percent respectively. Additionally, over the past several years, law enforcement involvement in the *Smooth Operator* program has grown to include sixty-eight municipal agencies across the state (at least one agency in every county), as well as all 24 barracks of the state police. During four summer week-long enforcement waves in 2003 and 2004, Maryland police officers issued 105,000 and 140,000 citations for aggressive driving behaviors, of which speeding-related enforcement remains a cornerstone.

Public Perception

Maryland's state highway safety office felt the motoring public believes police give a 5-10 mph cushion in enforcing the posted speed limit.