

HB 353 -FAV - MML.pdf

Uploaded by: Bill Jorch

Position: FAV



Maryland Municipal League
The Association of Maryland's Cities and Towns

TESTIMONY

February 16, 2023

Committee: House Environment and Transportation

Bill: HB 353 - Traffic Control Device Monitoring Systems - Authorization

Position: Support

Reason for Position:

The Maryland Municipal League supports House Bill 353, which authorizes municipal governments to install a traffic control device monitoring system within their jurisdiction. Implementing these systems will help local governments curb traffic violations without the need for officers to make the stop.

Currently, municipalities are authorized to place speed cameras within school zones in their jurisdiction after following a public process. While this authority is welcome as a tool to combat speeding, some municipalities are unable to install speed cameras due to a lack of a nearby school around which to create a school zone.

HB 353, would allow municipalities to install cameras to capture images of other types of violations occurring at traffic control devices. Interested municipalities would need to follow a public process prior to installation similar to the speed camera process. This proposed authority would likely allow many more municipalities to use cameras to curb reckless driving as traffic control devices encompass most items that are placed by an authority to inform or direct drivers; from signage to traffic cones. The bill limits, however, the amount of a fine resulting from a violation captured on a monitoring system to \$40.

Unsafe driving is a problem in many municipalities, and this bill provides one more tool to curb certain types of violations. As such, the League respectfully requests that this committee provide HB 353 with a favorable report.

FOR MORE INFORMATION CONTACT:

Theresa Kuhns

Angelica Bailey Thupari, Esq.

Bill Jorch

Justin Fiore

Chief Executive Officer

Director, Advocacy & Public Affairs

Director, Public Policy

Deputy Director, Advocacy & Public Affairs

HB_353_Sponsor Testimony_Healey

Uploaded by: Healey Del. Anne

Position: FAV

ANNE HEALEY
Legislative District 22
Prince George's County

Chair
Rules and Executive
Nominations Committee

Environment and Transportation
Committee

Chair
Local Government and
Bi-County Issues Subcommittee



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**Supporting Testimony for HB 353 – Traffic Control Device
Monitoring Systems – Authorization
February 16, 2023
House Environment and Transportation Committee**

Chair Barve and Committee:

For the record, I am Delegate Anne Healey asking for a favorable vote for HB 353 – Traffic Control Device Monitoring Systems – Authorization. Thank you for the opportunity to present HB 353 which enables state and local agencies to install traffic control monitoring devices to capture a recorded image of a motor vehicle violating certain traffic laws.

In smaller municipalities and rural towns, locals are more likely to dismiss One-Way Street signs, for example, and travel down a One-Way Road possibly causing pedestrians to be hurt or motor vehicle accidents. This bill will increase the awareness of traffic behavior and compliance in neighborhoods while decreasing unnecessary police presence.

The purpose of this bill is to give the local governments the opportunity to increase safety for motorists and pedestrians and to reduce police costs associated with actual monitoring, and reduce interactions with the driving public. History has shown these interactions can be dangerous for people of color.

I urge a favorable vote on HB 353.

HB_353_Written Testimony_Faye

Uploaded by: Nina Faye

Position: FAV

Please accept these written comments in support of the proposed bill enabling Stop Sign cameras in Maryland. My spouse and I have lived on Queensbury Road in Hyattsville for over 30 years. Traffic on our street was always an issue, but over the last several years the situation has become significantly worse. I can sit on our front steps almost any time or day of the week and watch multiple vehicles run our Stop sign at the corner of Queensbury and 41st. Having our HPD monitor this sort of thing is just not a reasonable use of their time and training. Cameras issuing tickets for running Stop signs could greatly increase the safety of ourselves, our neighbors, and especially our neighborhood children, who wait for school buses on that corner.

I would like to offer two examples of what we observe. The Monday before Christmas, I was on our front sidewalk during early morning rush hour. A Metro bus was at the bus stop, loading passengers, on Queensbury at 41st, facing east. A PG County THE Bus passed the Metro bus, blowing through the Stop sign and intersection headed east. Right behind it, a large work pickup, pulling a long trailer of equipment, passed the Metro bus, blowing through the Stop sign and intersection. A passenger car followed the truck.

This week, during morning rush hour, a Metro bus was loading passengers at the bus stop on Queensbury at 41st, heading west. A car length and a half or so behind the first bus was a second Metro bus, waiting to stop at the bus stop. A passenger car travelling west approached both and passed both, crossing the double yellow line, and blowing through the Stop sign.

Over the decades many vehicles have crashed at our intersection. In one some years ago, the woman was passing multiple cars and a stopped Metro bus, lost control, and ran over a pedestrian. A half hour earlier, the elementary school children were waiting for their bus in that exact location. The woman who was hit has never fully recovered and is still in pain, according to a mutual friend. A friend of ours was hit crossing a side street off Queensbury. After several years, she has not recovered and is still in pain.

I apologize for not being able to comment in person, but my spouse and I are both over 70 and he has serious health issues, a terminal lung disease.

Please enact this legislation which will make our neighborhood and many others safer. Cameras are a simple and less labor intensive way of enforcing laws that people are routinely breaking. Thank you very much for your time and attention.

Nina S. Faye, M.L.S. (retired librarian)

4004 Queensbury Road

Hyattsville, MD 20782

HB0353-ET_MACo_SUP.pdf

Uploaded by: Sarah Sample

Position: FAV



MARYLAND
Association of
COUNTIES

House Bill 353

Traffic Control Device Monitoring Systems - Authorization

MACo Position: **SUPPORT**

To: Environment and Transportation
Committee

Date: February 16, 2023

From: Sarah Sample

The Maryland Association of Counties (MACo) **SUPPORTS** HB 353. This bill would allow counties to install traffic control device monitoring systems on county roadways. This is enabling legislation that authorizes counties to apply an additional tool in maintaining motor vehicle compliance and safety in neighborhoods and communities.

In addition to the enhanced security and order these programs help local governments maintain, they also help to support other public safety measures that keep these communities thriving. With an automated option for enforcing motor vehicle laws and violations, there is great potential to divert costs associated with law enforcement personnel who would typically be tasked with motor vehicle monitoring. These savings can be reinvested in other areas, while maintaining compliance and calming neighborhoods via the automated monitoring system.

Counties welcome this additional means to provide the accommodations necessary to maintain safe streets for all and doing so in a way that is sensitive to the constant demands on taxpayer dollars and county budgets. For these reasons, MACo urges a **FAVORABLE** report for HB 353.

HB353_MDSierraClub_fwa 16Feb2023.pdf

Uploaded by: Brian Ditzler

Position: FWA



P.O. Box 278
Riverdale MD 20738

Committee: Environment and Transportation
Testimony on: HB 353 – “Traffic Control Device Monitoring Systems - Authorization”
Position: Favorable with Amendment
Hearing Date: February 16, 2023

The Maryland Chapter of the Sierra Club supports HB353, which would allow the use of traffic control device monitoring systems (TCDMS) to capture a recorded image of a traffic violation on State highways if authorized by the State Highway Administration and on highways maintained by a local jurisdiction if authorized by the governing body of that jurisdiction. Before beginning use of TCDMS, the public would need to be informed about it in a local newspaper and via signs prominently posted on highways where the systems might be used.

The recorded image by a TCDMS indicating that the driver of a motor vehicle has committed a violation would include an image of the vehicle, an image of at least one of the vehicle's license plates, the time and date of the violation, and, to the extent possible, the location of the violation. A citation would be issued to the owner or driver of the vehicle for each violation recorded by a TCDMS and would incur a civil penalty that may not exceed \$40. The fine could be paid without appearing in District Court. Failure to pay the civil penalty or to contest liability in a timely manner would be an admission of liability and could result in suspension of the motor vehicle's registration.

Transportation is the largest contributor to greenhouse gas emissions in our state. Tailpipe emissions from cars and trucks are also a major source of health-damaging air pollution. This means there is a growing need to get individuals out of their cars, taking transit, riding bikes, and walking more. However, it is difficult to make that happen when those who ride a bike or walk beside the road fear for their safety because of careless drivers.

We live in a car-centric culture where transportation planning, roads, and vehicle laws are focused on getting vehicles to their destinations as swiftly as possible. Unfortunately, this has resulted in some drivers feeling they have priority on the road, and there are high rates of injury and death for pedestrians and bicyclists as well as vehicle drivers and passengers. According to the Maryland Department of Transportation Motor Vehicle Administration's Highway Safety Office, there were 544 traffic fatalities in our state last year. Increased use of TCDMS would encourage drivers to obey speed limits, follow all the rules of the road, and make our roads safer for everyone, including bikers, pedestrians and drivers.

One amendment we propose would allow the civil penalty for traffic violations recorded by a TCDMS to be \$40 for the first violation and increased by that same amount for each subsequent violation in that jurisdiction. A \$40 fine that doesn't get increased when violations reoccur is not much of a disincentive. Allowing traffic control device monitoring systems to be used on state and local highways in Maryland would bring about increased safety on our roads. We urge a favorable report on this bill.

Brian Ditzler
Chapter Transportation Chair
Brian.Ditzler@MDSierra.org

Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

Founded in 1892, the Sierra Club is America's oldest and largest grassroots environmental organization. The Maryland Chapter has over 70,000 members and supporters, and the Sierra Club nationwide has over 800,000 members and nearly four million supporters.

HB0353 FWA.pdf

Uploaded by: Virginia Kolakoski

Position: FWA

HB0353 FWA Environment

This bill needs to specify specific violations that are being monitored such as running red light.

230214-HB0353-traffic control.pdf

Uploaded by: Christine Hunt

Position: UNF

Christine Hunt and Jay Crouthers
1014 Dockser Drive
Crownsville, MD 21032

February 14, 2023

Maryland General Assembly
Members of the Environment and Transportation Committee
Annapolis, MD

RE: HB0353-Traffic Control Device Monitoring Systems - Authorization

Dear Delegates,

We oppose HB0353 and respectfully request that you vote against it.

Traffic control legislation that is this wide open can be used for surveillance purposes outside of traffic issues, speeding etc., that could infringe on our privacy rights and limit freedom of public movement as per Agenda 2030. An example is what is happening in the UK now:

<https://www.bitchute.com/video/9dp3ZYfXzdDj/>

Sincerely,

Christine Hunt and Jay Crouthers

Oppose HB353.pdf

Uploaded by: Mark Meyerovich

Position: UNF

Oppose HB353

Perhaps inadvertently, this bill may give unchecked surveillance powers to an undetermined group or a number of groups or agencies, over which Maryland or its citizens have no control. The bill does not clearly specify what a “traffic control device” is, other than having ability to arbitrarily perform surveillance and record activity.

Nowhere does this bill specify how collected information is retained, how it can be shared, who might have unauthorized access to the recordings and whether there are penalties, and how citizens being surveilled can protect their privacy. The recorded information may become part of vast data networks and databases used for broad surveillance capabilities not controlled even by the State of Maryland, much less by its citizens.

Thinking of examples, it’s possible that a “traffic control device” could be an x-ray machine, which could expose an individual to an unauthorized search or violation of privacy. The bill does not provide any protections for such intrusion of privacy and violation of civil rights.

HB0353 - SHA - Traffic Control Monitoring Systems

Uploaded by: Patricia Westervelt

Position: INFO

February 16, 2023

The Honorable Kumar P. Barve
Chair, Environment and Transportation Committee
251 House Office Building
Annapolis MD 21401

RE: Letter of Information – House Bill 353 – Traffic Control Device Monitoring Systems – Authorization

Dear Chair Barve and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 353 but offers the following information for the Committee's consideration.

House Bill 353 would authorize state and local government entities to use traffic control device monitoring systems on their roadways. If a local or county jurisdiction decides to use a system on a State Highway, the political subdivision must submit a permit request to MDOT State Highway Administration (SHA) for review and approval. Additionally, House Bill 353 would require the agency adopting the use of the system to publish notice on their website that the devices are being used on roadways within the jurisdiction. SHA would be required to notify motorists by fabricating and installing signs along the State highways where the traffic control monitoring systems are used.

Like the process for speed monitoring systems along State highways, local jurisdictions would need to apply for a permit from SHA prior to installing stop traffic control device monitoring systems within SHA right-of-way. To facilitate that permit review process, SHA would develop criteria and guidance to establish best practices for the placement of speed monitoring systems along State highways.

SHA requests clarification on the definition of "traffic control device monitoring systems". Language contained in House Bill 353 is not clear regarding the types of violations captured by these devices. In addition, SHA requests striking the language regarding signage and notification of the traffic control device monitoring system as SHA does not currently install signs for speed monitoring systems that are placed along State highways. Should local jurisdictions place the device, they should also fabricate and install the signs. Like the device itself, such signs would require a SHA permit and would need to meet SHA signage requirements and design standards as identified in the Manual on Uniform Traffic Control Devices (MUTCD).

The SHA looks forward to working with local partners to promote safety for all users of our roadways, including pedestrians and bicyclists. When planning for new monitoring systems along the roadways it is important to identify locations that are the most effective at improving safety, while also considering right-of-way needs.

The Honorable Kumar P. Barve
Page Two

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating House Bill 353.

Respectfully submitted,

Mitch Baldwin
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