

**Department of Legislative Services**  
Maryland General Assembly  
2001 Session

**FISCAL NOTE**  
**Revised**

Senate Bill 215

(Senator Green)

Judicial Proceedings

Commerce and Government Matters

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**Crosswalks - School Crossing Guards - Traffic Regulation**

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This bill allows a school crossing guard to direct or regulate traffic in a crosswalk and prohibits anyone from willfully disobeying any lawful order or direction of a school crossing guard. Violators face a fine of up to \$500 or two months imprisonment or both.

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**Fiscal Summary**

**State Effect:** Minimal general fund increase from the penalty provision applicable to disobeying a crossing guard under Maryland Vehicle Law (maximum \$500 fine).

**Local Effect:** Potential minimal increase in revenues and expenditures due to applicable penalty provisions.

**Small Business Effect:** None.

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**Analysis**

**Current Law:** School crossing guards are not authorized by statute or regulation to direct or regulate traffic. A crosswalk is defined as a part of a roadway where two or more roadways of any type meet, measured from the curbs or, in the absence of curbs, from the edges of the roadway or that is distinctly indicated for pedestrian crossing by lines or other markings.

**Background:** Some local jurisdictions advise that the bill would have no fiscal effect, and, in one case (Montgomery County), crossing guards already direct traffic on an informal basis.

**Local Expenditures:** Expenditures could increase minimally as a result of the bill's incarceration penalties. Counties pay the full cost of incarceration for people in their facilities for the first 90 days of the sentence, plus part of the per diem cost after 90 days. Per diem operating costs of local detention facilities are expected to range from \$17 to \$77 per inmate in fiscal 2002.

**Local Revenues:** Revenues could increase minimally as a result of the bill's monetary penalty provisions from cases heard in the circuit courts.

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### **Additional Information**

**Prior Introductions:** A similar bill was introduced as SB 526 in the 2000 session. The Senate passed it; the House Judiciary Committee gave it an unfavorable report.

**Cross File:** None.

**Information Source(s):** Department of Transportation; Baltimore City; Prince George's, Montgomery, Talbot, and Allegany counties; Town of Indian Head; Department of Legislative Services

**Fiscal Note History:** First Reader – February 22, 2001  
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