

## **HB151\_FAV\_Healey**

Uploaded by: Anne Healey

Position: FAV

ANNE HEALEY  
Legislative District 22  
Prince George's County

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Chair  
Rules and Executive  
Nominations Committee

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Environment and Transportation  
Committee

Chair  
Local Government and  
Bi-County Issues Subcommittee



THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

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District Office  
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E&T Hearing – Jan. 27

*HB151 – Traffic control device monitoring*

Mr. Chair, members of the committee, for the record, Del. Anne Healey. Thank you for the opportunity to present HB151, a bill that creates a more efficient system for local governments across the state to enforce traffic violations.

**What does the bill do?**

This legislation enables local governments to use photo enforcement for stop signs, one-way streets, no left turns and other similar traffic enforcement with fines being \$40 – the same as for speed cameras. This is a companion bill to another you'll hear today (HB130) that would make these offenses secondary in most cases and thereby eliminating some unnecessary traffic stops.

We have heard many complaints from our constituents in communities that have a lot of complaints about stop sign running and other similar traffic violations. But they want a more efficient solution for their local government other than continually asking the police to park nearby, watch, and enforce the violations, which is not a very effective long-term strategy or a

good use of police time. Cameras are already used for toll booths and speeding violations, I'm confident this would be an effective solution for other traffic enforcement.

I ask for a favorable report on HB151.

# **HB 151\_FAV\_MML.pdf**

Uploaded by: Bill Jorch

Position: FAV



## Maryland Municipal League

*The Association of Maryland's Cities and Towns*

# TESTIMONY

January 27, 2022

**Committee:** House Environment and Transportation

**Bill:** HB 151 - Traffic Control Device Monitoring Systems - Authorization

**Position:** Support

**Reason for Position:**

The Maryland Municipal League supports House Bill 151, which authorizes municipal governments to install a traffic control device monitoring system within their jurisdiction.

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 151, 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 151 with a favorable report.

**FOR MORE INFORMATION CONTACT:**

Scott A. Hancock	Executive Director
Angelica Bailey	Director, Government Relations
Bill Jorch	Director, Research and Policy Analysis
Justin Fiore	Manager, Government Relations

1212 West Street, Annapolis, Maryland 21401

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# **BikeAAASupportHB151TrafficDevices-20220125.pdf**

Uploaded by: Jon Korin

Position: FAV



# ***Support HB151 Traffic Control Device Enforcement***

*Bicycle Advocates for Annapolis & Anne Arundel County*  
P.O. Box 208, Arnold, MD 21012 [www.bikeaaa.org](http://www.bikeaaa.org)

House Environment & Transportation Committee  
Annapolis, MD 21401-1991

January 25, 2022

RE: SUPPORT House Bill 151

Dear Chair and Members of the Committee,

I am a resident of District 33, president of Bicycle Advocates for Annapolis and Anne Arundel County ("BikeAAA"), Chair of the Anne Arundel County Bicycle Advisory Commission, and former Member of the 2017 Maryland Bicycle Safety Task Force. On behalf of BikeAAA and its more than 1,000 members, we support HB151. Fatalities and injuries continue to rise from crashes involving vulnerable road users including pedestrians, bicyclists, motorcyclists, people with disabilities and first responders. Reducing speed and enforcing traffic light stops reduce both the likelihood of crash and the severity of injury when crashes happen. Automated enforcement will help deter drivers from unsafe behavior while also assuring impartial enforcement. This enabling legislation is also aligned with Maryland's adoption of Vision Zero.

Please support HB151 to make Maryland's roads safer for all users, especially our most vulnerable.

Sincerely,

Jon Korin  
President, Bicycle Advocates for Annapolis & Anne Arundel County  
Tel: 443-685-4103

# **HB151\_MDSierraClub\_fwa - 27Jan2022.pdf**

Uploaded by: Josh Tulkin

Position: FWA





P.O. Box 278  
Riverdale MD 20738

**Committee:** Environment and Transportation  
**Testimony on:** HB 151 – “Traffic Control Device Monitoring Systems - Authorization”  
**Position:** Favorable with Amendment  
**Hearing Date:** January 27, 2022

The Maryland Chapter of the Sierra Club supports HB 151, 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 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 driver's motor vehicle registration.

Transportation is now 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 542 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  
Transportation Chair  
[Brian.Ditzler@MDSierra.org](mailto:Brian.Ditzler@MDSierra.org)

Josh Tulkin  
Chapter Director  
[Josh.Tulkin@MDSierra.org](mailto: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.

# **HB0151 - SHA - Traffic Control Device Monitoring S**

Uploaded by: Patricia Westervelt

Position: INFO

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January 27, 2022

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

***RE: Letter of Information – House Bill 151 – Traffic Control Device Monitoring Systems - Authorization***

Dear Chairman Barve and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 151 but offers the following information for the Committee's consideration during its deliberations.

House Bill 151 authorizes the use of traffic control device monitoring systems by state and local agencies. Specifically, an agency may use a traffic control device monitoring system on state highways, if authorized by the State Highway Administration (SHA). If SHA authorizes the use of these monitoring systems on a state highway, SHA will have to place signs on that highway notifying drivers that traffic control device monitoring systems are in use.

MDOT SHA is directed, in the bill text, to issue permits for these "traffic control monitoring systems"; however, the systems mentioned are not clearly defined. The proposed language related to the definition of traffic control device monitoring systems is broad and MDOT SHA respectfully requests clarification on what type of traffic control device monitoring systems will be used, if authorized on state highways. It is necessary for the Agency to be aware of the specific traffic control device monitoring systems that could be permitted on state highways for clear and accurate signage to be posted, as this bill would require.

The MDOT respectfully requests the committee consider this information as it deliberates on House Bill 151.

Sincerely,

Mitch Baldwin  
Chief, Legislative Services Division  
Maryland State Highway Administration  
410-310-1056

Pilar Helm  
State Legislative Officer  
Maryland Department of Transportation  
410-865-1090