

HB 364 Chief Ayers.pdf

Uploaded by: Anthony Ayers, Sr.

Position: FAV



Calvin J. Washington Sr.
President

Anthony Ayers
Vice President

Anthony N. Rease,
Secretary

Linwood Alston
Treasurer

Stanford A. Moore Jr.
Executive Member At Large

Darryl Morgan
Sgt and Arms

Thursday, February 8, 2024

Subject: Testimony in Support of House Bill 364

Chair and Members of the House Environment and Transportation Committee,

I am Chief Anthony Ayers of the Cottage City Police Department and Vice-President of the Minority Chiefs' Alliance. I am honored to testify in support of House Bill 364 - Prince George's County - Traffic Control Device Monitoring Systems - Authorization (PG 301-24).

As the head of law enforcement for the Town of Cottage City, I strongly endorse this bill as it presents a proactive solution to enhance public safety and address the growing challenges faced by police departments across the state, particularly regarding staffing shortages.

House Bill 364 provides authorization for the implementation of Traffic Control Device Monitoring Systems in Prince George's County. These systems offer alternative methods for monitoring traffic violations, thereby augmenting our efforts to maintain safe roadways and enforce traffic laws.

In the face of staffing shortages plaguing police departments statewide, innovative approaches like Traffic Control Device Monitoring Systems become indispensable tools. By leveraging technology, we can effectively address traffic concerns while optimizing our limited resources and manpower.

Moreover, the implementation of these systems aligns with our commitment to promoting road safety and minimizing traffic-related incidents within our communities. With automated monitoring, we can deter reckless driving behaviors, reduce accidents, and ultimately save lives.

In conclusion, House Bill 364 represents a crucial step towards enhancing public safety and mitigating the challenges posed by staffing shortages in law enforcement agencies. I urge the Committee to support this bill and prioritize the safety and well-being of our communities.

Thank you for your attention to this matter and for considering my testimony.

Sincerely,

Anthony Ayers

Vice-President

Minority Chiefs' Alliance of Maryland



Calvin J. Washington Sr.

President

Anthony Ayers

Vice President

Anthony N. Rease,

Secretary

Linwood Alston

Treasurer

Stanford A. Moore Jr.

Executive Member At Large

Darryl Morgan

Sgt and Arms

HB 364 Behrend Support.pdf

Uploaded by: Dan Behrend

Position: FAV

Maryland House of Delegates
Environment & Transportation Committee
Annapolis, MD 21401

February 6, 2024

Re: HB 364 – Support

Dear Chair and Members of the Committee,

I am a resident of District 22 in Prince George’s County, Maryland. I volunteer with several organizations and local committees working to make our streets safer for every person who travels in our county. As a resident of Riverdale Park, I am especially heartbroken and enraged by the preventable deaths of two of my neighbors, 5-year-old Sky Sosa and 10-year-old Shalom Mbah, as they walked across the street, in a marked crosswalk, to reach Riverdale Elementary School this fall.

Car crashes kill far too many people in Prince George’s County. Even greater numbers of people experience serious, life-altering injuries. Prince George’s County has the unwanted distinction of leading Maryland and the Washington, DC region in traffic fatalities every year.

These deaths and serious injuries are preventable. We need improved, safer road design. However, a safe transportation system also relies on compliance with traffic control devices. Enforcement of traffic control devices, therefore, plays an important role in increasing safety.

Local governments in Prince George’s County desperately need access to more tools to keep the public safe on our streets. By authorizing automated enforcement of traffic control devices, HB 364 provides local government access to additional tools to increase safety, save lives, and spare people and their families from experiencing the impacts of life-altering injuries.

Based on data currently available for 2023¹, Prince George’s County accounted for over 20% of the traffic fatalities, and nearly 25% of fatalities among people walking and biking, for all of Maryland (see Table 1 below). These rates far exceed the county’s share of the state’s population (15.7%). They also far exceed the rates of fatalities in peer jurisdictions in the state, with larger populations, like Montgomery County.

Prince George’s County’s also leads the Washington, DC region in traffic fatalities annually (see Chart 1 below). The county experiences fatalities among people walking and biking at twice the rate as peer jurisdictions in the DC region.

Again, our county badly needs more tools to develop and operate a safe transportation system. The Maryland General Assembly can help by authorizing local governments to use automated enforcement to enforce compliance with traffic control devices.

I strongly **support HB 364** and urge the committee to report **favorable** on the bill.

Thank you,

Dan Behrend
Riverdale Park, MD
Prince George’s County

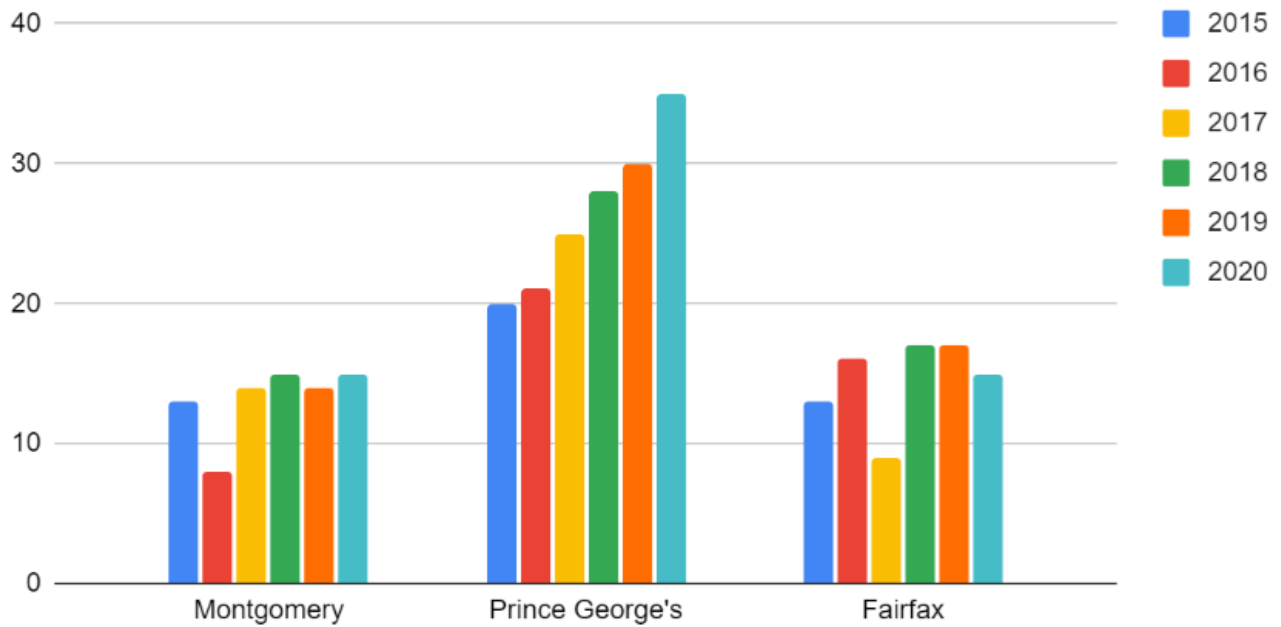
¹ <https://zerodeathsmd.gov/resources/crashdata/>

Table 1. 2023 Statewide, Prince George’s & Montgomery County Fatal Crashes

2023 Statewide Crash Data		
	Fatalities	Pedestrians & Bicyclists Fatalities
Statewide	604	170
Prince George’s County	129	42
Montgomery County	44	16

Chart 1. Prince George’s County Experiences Twice the Rate of Pedestrian Fatalities Compared to Peer Jurisdictions in the Washington, DC Region

Pedestrian Fatalities, 2015 to 2020



Source: FARS, TPB Safety Committee

HB364_FAV_Mayor Kabir

Uploaded by: Fazlul Kabir

Position: FAV



CITY OF COLLEGE PARK

OFFICE OF THE MAYOR & CITY COUNCIL

7401 BALTIMORE AVENUE SUITE 201 COLLEGE PARK MD 20740 | COLLEGEPAKMD.GOV

February 8, 2024

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Delegate Marc Korman, Chair
Environment and Transportation Committee
Room 251
House Office Building
Annapolis, MD 21401

RE: Support for House Bill 0364 - Prince George's County - Traffic Control Device Monitoring Systems - Authorization PG 301-24

Dear Chair Korman and Committee Members:

The College Park City Council voted unanimously during the meeting of February 6, 2024 to support HB0364, which would authorize the use of traffic control device monitoring systems as a tool to encourage compliance with traffic signs and regulations.

We believe such devices and fines will increase the safety of our streets for all users, but particularly for pedestrians. College Park has invested in pedestrian safety and will continue to do so. HB 364 will assist our efforts and reduce dangerous driving practices. It is an efficient and effective tool to penalize violators and protect the public, while allowing other public safety staff to perform other important duties.

Thank you for your consideration of the City's position.

Sincerely,

Fazlul Kabir
Mayor

cc: Maryland 21st District Delegation

Friends of the GET HB 0364 FAVORABLE .pdf

Uploaded by: Jeff Lemieux

Position: FAV

Jeff Lemieux, President
Friends of the Greenbelt East Trail, Inc.
www.greenbeltnasatrail.org
Greenbelt, MD

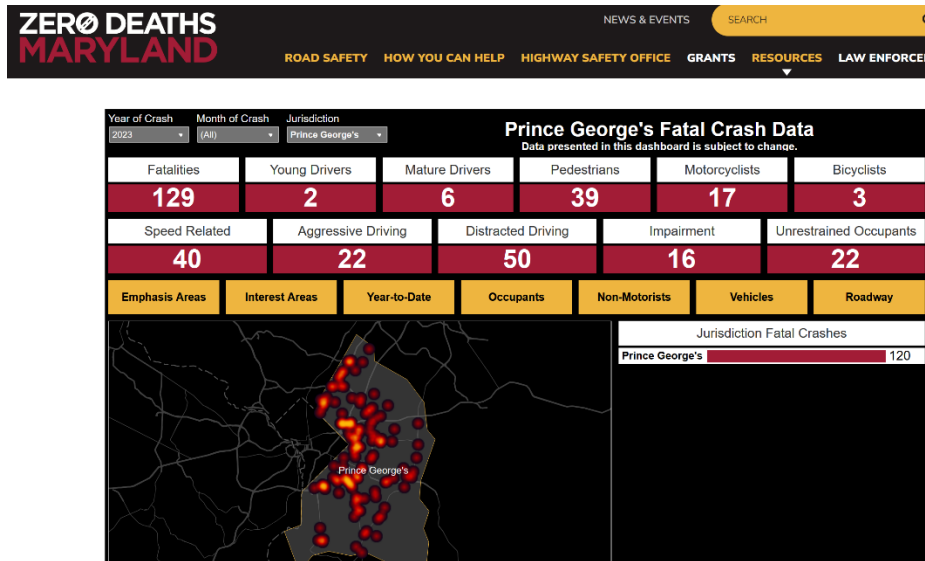
6 February 2024

HB 0364 (Prince George's delegation) FAVORABLE

Dear Committee Chair and Members,

Friends of the Greenbelt East Trail is a non-profit organization dedicated to improving safety and accessibility for all residents and road users along Greenbelt Road (MD Route 193) between Greenbelt and Glenn Dale MD. Our organization supports the use of additional automated traffic control enforcement in Prince George's County.

Compared with neighboring Montgomery and Anne Arundel counties, Prince George's County had triple the number of fatalities from crashes in 2023: 129 fatalities from 120 crashes, including 40 deaths related to speed, 22 to aggressive driving, and 50 to distraction (see chart from ZeroDeathsMD.gov). At least two of those 2023 deaths occurred along the route of our proposed trail, including a 4-year-old child and a pedestrian.



Source: www.zerodeathsmd.gov

Anecdotally, I have observed a complete absence of police enforcement in recent years. For whatever reason – whether to reduce unfair profiling of drivers, or in the interest of police officers' safety – the lack of live officer traffic enforcement is simply a fact in our county in 2024. And drivers know it. Driving actions that used to be taboo, such as running full red lights and stop signs without slowing, or passing aggressively on shoulders or across double yellow lines, or making U-turns across multiple lanes of traffic, are now far too frequent.

Additional automated enforcement will be necessary, along with traffic calming engineering -- such as the Greenbelt East Trail we've proposed -- to reduce number of traffic deaths in our county, and we thank Del. Healey for leading our county delegation's effort to improve safety on our roads.

Thank you,
Jeff Lemieux, Friends of the Greenbelt East Trail

HB_364_FAV_PrinceGeorgesCountyCouncil

Uploaded by: Jolene Ivey

Position: FAV



Jolene Ivey
Chair
Council District 5

"Serving the People of Prince George's County!"

GENERAL ASSEMBLY COMMITTEE REPORT

The Prince George's County Council met on **January 23, 2024** with the following Members present:

- Council Member, Jolene Ivey
- Council Member, Sydney J. Harrison
- Council Member, Thomas E. Dernoga, Chair
- Council Member, Wala Blegay, Vice Chair
- Council Member, Edward Burroughs, III
- Council Member, Wanika B. Fisher
- Council Member, Mel Franklin
- Council Member, Calvin S. Hawkins, II
- Council Member, Eric C. Olson
- Council Member, Krystal Oriadha
- Council Member, Ingrid S. Watson

The Council voted for the following positions on the respective bills:

LOCAL BILLS

PG 306-24 Prince George's County – Speed Monitoring Systems – Indian Head Highway
145974 – **SUPPORT W AMENDMENT**

ENT

HB 364 PG 301-24: Traffic Control Devices Monitoring Systems Authorizations –
SUPPORT

(

HB 376 UPDATE: PG 501-24: Study on Feasibility of Relocating the Prince George's
County Public School System Headquarters (with Amendments) – **SUPPORT**
AS AMENDED

APP

)

HB0364 - Traffic Control Device Monitoring Systems

Uploaded by: Joseph Jakuta

Position: FAV

Committee: Environment and Transportation

Testimony on: HB 364 - "Traffic Control Device Monitoring Systems – Authorization"

Organization: Climate Parents of Prince George's

Person Submitting: Joseph Jakuta, Lead Volunteer

Position: Favorable

Hearing Date: February 8, 2024



Dear Mr. Chairman and Committee Members:

Thank you for considering our testimony to HB 364 - **"Traffic Control Device Monitoring Systems – Authorization."** Climate Parents is a campaign to reduce climate change-causing pollution in our schools, and our group is active in Prince George's County. In particular, we recently worked directly with Prince George's County Public Schools (PGCPS) technical staff and other advocates to develop a first in the nation School Climate Change Action Plan. This Climate Change Action Plan was adopted unanimously by the PGCPS Board of Education in April of 2022.

Walking to school is a great option for a more sustainable, healthier learning environment. When students walk to school they are more active, and physical activity has been shown to be related to improved educational outcomes.¹

When it comes to Elementary Schools, in Prince George's County students are not guaranteed bus service if they live within 1½ miles of school. Middle and high school students face the same issue, but they have a 2-mile walking radius. If these students don't walk or bike, they wind up getting dropped off by car, which increases air pollution at school entrances, as well as greenhouse gas emissions.

Walking is one of the best options for students to access schools if they don't have bus access, but we learned through surveys that were conducted when formulating the PGCPS Climate Change Action Plan that one of the main barriers is the fear that walking isn't safe. Our community was reminded that we aren't ensuring our students' safety on their walks to school by the tragedy at Riverdale Elementary School on November 20, 2023.

While no solution is perfect, one of the best ways to change harmful behavior is to know that punishment is quick and certain, and traffic cameras do just that when it comes to dangerous driving. An added benefit is that traffic cameras do not discriminate; they simply record when a vehicle breaks the law, and a ticket is mailed. HB 364 will allow for such enforcement when it comes to stop sign behavior, and we favor that.

I know from my personal experience walking my kids to our bus stop in the morning just how bad the traffic scofflaws are. Drivers stop at the crosswalk rather than at the stop sign. They drive through stop signs without stopping, zip past the bus with the stop sign out while it is loading, and, worst of all, drive into oncoming traffic to go around the cars that are patiently waiting for the bus to load.

¹ <https://www.cdc.gov/healthyschools/physicalactivity/facts.htm>; Tomporowski PD, Davis CL, Miller PH, Naglieri JA. Exercise and Children's Intelligence, Cognition, and Academic Achievement. *Educ Psychol Rev.* 2008 Jun 1;20(2):111-131. Available at: <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2748863/>; <https://www.who.int/europe/news/item/17-02-2021-who-reviews-effect-of-physical-activity-on-enhancing-academic-achievement-at-school>

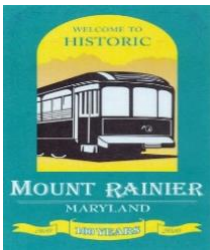
This dangerous driving will not change without swift and certain enforcement, and our children will continue to face excessive danger by simply trying to walk to school. This must change, and HB 364 will be a great step forward to a safer, healthier world for our children.

We encourage a **FAVORABLE** report for this legislation.

Favorable Support for HB364 Prince George's Count

Uploaded by: Mayor Celina Benitez

Position: FAV



Office of The Mayor Celina Benitez

1 Municipal Place, Mount Rainier, Maryland 20712 Telephone: (301) 985-6585 MountRainierMd.org

Favorable Support for **House Bill 364 Prince George's County – Traffic Control Device Monitoring Systems – Authorization PG 301-24** as introduced by Delegate Anne Healey.

Chair Korman and Environmental and Transportation Committee Members:

The Mayor and Council of the City of Mount Rainier, Maryland, write in support of bill HB364 **Prince George's County – Traffic Control Device Monitoring Systems – Authorization PG 301-24**, as introduced by Delegate Anne Healey.

In the wake of many street safety tragedies, including the recent death of two young children in Riverdale Park at the end of last year, we are asking support for HB364.

This bill will enable the City to hold drivers traveling in Mount Rainier accountable for ignoring traffic controls, such as stop signs, through the use of automated enforcement systems (i.e. stop sign cameras). Prince George's County continues to have one of the most dangerous roads in Maryland and this bill is a critical part of reaching not only the County's commitments, but Mount Rainier's own Vision Zero commitments, which the Mayor and Council adopted in January 2023 as Resolution 01-2023.

The City of Mount Rainier is a small historic streetcar suburb of slightly over 0.6 square miles. With approximately 8400 residents, it is the densest city in the State of Maryland. Directly bordering the District of Columbia, Mount Rainier is predominately renters, low and moderate income. Over 85% of the population are people of color, many of whom are primarily pedestrians, cyclists, and transit users. 50% of Mount Rainier households (according to the most recent census) have access to no cars or only one car, meaning that many households are daily pedestrians. In addition, Mount Rainier's two elementary schools are primarily accessed on foot by schoolchildren, crossing the city's street grid.

However, the city's street grid experiences many dangerous drivers, especially as part of tremendous traffic volume by and through the city. Rhode Island Avenue, which bisects the city, sees 20,283 vehicles pass through on a typical weekday in 2022¹. Queens Chapel Road, which borders the northern edge of the city, sees 24,563 vehicles per weekday.² Eastern Avenue, which borders the western side of the City, sees over 19,000 per weekday. To avoid traffic, many of these vehicles cut-through the city utilizing Mount Rainier's neighborhood street grid, which is contiguous and continuous with the District of Columbia, Brentwood, and other areas.

This cut-through traffic often maintains the same speeds on our local streets as previously mentioned arterials. Moreover, these vehicles frequently ignore the stop signs on these local roads, meaning that normally low-speed local streets experience higher-speed continuous traffic. While our municipal police force carries out traffic enforcement, it is virtually impossible for the 2-3 officers on staff at any time to effectively cover 60+ intersections, much less address other major public safety issues at the

¹ <https://data.imap.maryland.gov/datasets/maryland::mdot-sha-annual-average-daily-traffic-aadt>

² <https://data.imap.maryland.gov/datasets/maryland::mdot-sha-annual-average-daily-traffic-aadt>

same time. A recent traffic engineering study that we carried out found traffic volumes in the thousands even on some local neighborhood streets like Arundel Road or Bunker Hill Road, meaning that manual traffic enforcement would be very difficult to carry out effectively.³

The District of Columbia, which borders Mount Rainier, already has stop sign cameras and enabling neighboring jurisdictions in Prince George's to do so as well would align policies consistently across the two jurisdictions. DC's cameras show significant violations - from January to September 2022 when first introduced, DC's eight stop sign cameras recorded 120,000 violations.⁴ With similar densities, street grid similarity, geographic proximity, and shared regional travelers, our jurisdiction is likely to experience many of the same violation numbers and subsequent safety issues - which can only be addressed by increased ticketing and enforcement.

The Mayor and Council of the City of Mount Rainier is looking forward to a Favorable support of **House Bill 364 Prince George's County – Traffic Control Device Monitoring Systems – Authorization PG 301-24**. It will ensure a safer community, ensure continued economic development in our city core, and help both The City of Mount Rainier and Prince George's County achieve its Vision Zero commitments.

Thank you again for your commitment to improving transportation safety in this region. Please feel free to contact me at 301-985-6585 or via email MayorBenitez@MountRainierMD.org if you have any questions.

Sincerely,



Mayor Celina Benitez, City of Mount Rainier

³ <https://www.mountrainiermd.org/home/showpublisheddocument/3488>

⁴ <https://www.nbcwashington.com/news/local/transportation/8-stop-sign-cameras-net-more-than-120000-citations-so-far-in-2022/3176228/>

Testimony HB0364 MSchweisguth.pdf

Uploaded by: Melissa Schweisguth

Position: FAV

Melissas Schweisguth

Hyattsville, MD 20782

6 February 2024

Dear Committee Chair and Members,

Thank you for your work and for considering public input on FY24 legislation. I am a resident of Prince George's County and am writing in support of HB0364, which proposes automated camera enforcement of traffic control signs such as stop signs in Prince George's County. Delegate Healey previously proposed this measure as a State bill because many constituents have complained about stop sign running and other similar traffic violations, and both residents and municipalities have asked to legalize cameras for traffic signals such as stop signs. There is clearly demand and support for this measure in Prince George's county.

When I am out running, cycling, walking and driving in Prince George's County, I repeatedly see drivers treat stop signs like yield signs, rolling through them. On several occasions drivers rolled through a stop sign while I was in the crosswalk, resulting in a scary near miss. Drivers also run through the red light cycle of a pedestrian activated signal on MD 500 at Jamestown Road and the NW Branch Trail, a busy crossing between the West Hyattsville metro station and multiple apartments. Unsafe driving is a continued problem and Prince George's county has the highest traffic fatalities in the State. We need better enforcement to reach Vision Zero and protect our most vulnerable road users, including children, the elderly, those with visual or mobility impairments, cyclists, etc. We need more tools besides the currently allowed speed and red light cameras to ensure safety in all areas (e.g., residential, business, school, etc.) for all road users. Cameras on traffic control devices such as stop signs, crosswalks and more will provide a critical tool to save lives.

Automated enforcement is more efficient than the current system whereby police sit and wait for people to run a stop sign, etc. Automated enforcement also removes the risk of traffic stops becoming deadly,, reversing an unfortunate trend in our country that has disproportionately affected people of color

Prince George's county is ready for expanded automated enforcement as DC has stop sign cameras, so many drivers in the county are familiar with them. Harmonizing traffic enforcement approaches across the DC metro area makes sense. DC's cameras also indicate the high rate of failure to stop at stop signs. From Jan-Sept 2022, DC's eight stop sign cameras recorded 120,000 violations, more than 1,650 violations per camera per month.

Fair and efficient enforcement makes our roads safer for all - pedestrians, cyclists, and drivers. Please support HB0364 to meet continued demand for such measures, and the safer streets they create.

Thank you,

Melissa A Schweisguth

Support HB 364 (Weiss).pdf

Uploaded by: Ron Weiss

Position: FAV

Support HB 364/PG 301–24

Prince George’s County – Traffic Control Device Monitoring Systems – Authorization

I am Ron Weiss in Fort Washington. I support HB 364 and I ask for your support.

This legislation will help prevent more people from dying near our schools as did these:

“Two students walking to Riverdale Elementary School in Prince George’s County on Monday were struck and killed by the driver of a van near the school, stirring grief and anger as pupils prepared to celebrate Thanksgiving with their families.” – The Washington Post, November 20, 2023

Wise High School student died after a crash in Upper Marlboro, Maryland Tuesday morning. According to investigators, only one car was involved in the crash.

Officers with the Prince George's County Police Department responded to Ritchie Marlboro and Dunsmore Terrace Road around 9 a.m. for a report of the crash. Prince George's County Acting Deputy Chief Anthony Cline said an 18-year-old woman was pronounced dead at the scene of the crash and an 18-year-old man, who was driving, was hospitalized after the incident.

...

Rios said she and others in the neighborhood have repeatedly asked for speeding to be addressed along Ritchie Marlboro Road.

According to the Prince George's County Police Department, **another crash actually happened on Ritchie Marlboro Road, two blocks away from the one that claimed the life of the Wise High School student**, around 6:30 am. Police did not reveal the age of the victim in that incident. However, they said they have non-life threatening injuries.

"[We] preliminarily believe speeding may have been a contributing factor," a police spokesperson said.

- WUSA-TV, March 7, 2023

Life is too precious to not use the common sense measures that this bill enables.

I ask for your favorable report on HB 364

Thank You.

Stay safe,

Ron Weiss, Fort Washington

2024-HB03644-Prince George's County – Traffic Cont

Uploaded by: Seth Grimes

Position: FAV



Prince George's County – Traffic Control Device Monitoring Systems –
Authorization – PG 301-24
Environment and Transportation Committee
Washington Area Bicyclist Association – FAVORABLE

February 8, 2024

Chair Korman and Committee Members,

The Washington Area Bicyclist Association (WABA), an advocacy organization with 1,200 Maryland members, supports HB 364, which would authorize the use of traffic control device monitoring systems in Prince George's County.

We know the terrible toll that reckless and negligent driving has taken on Prince George's County residents and visitors, including in the November 20 deaths of 5-year-old Sky Sosa and 10-year-old Shalom Mbah, who were hit by a motor vehicle and killed near their elementary school in Riverdale Park. Prince George's County experienced 129 road fatalities in 2023 including 39 pedestrians and 3 bicyclists, by far the worst record in the state. This road carnage must end.

The State of Maryland and Prince George's County must increase their investments in safe transportation infrastructure and at the same time, we must do all we can to educate drivers and provide an incentive for safe driving, via expanded, appropriate traffic enforcement.

HB 364 would add a safe-streets enforcement tool to the county's toolbox, by enabling the placement of automated monitoring devices – cameras – for traffic control devices including Stop signs.

We note that automated enforcement is far more equitable – and inexpensive and scalable – than in-person police enforcement, with no potential for dangerous escalation of traffic stops or discrimination against Black and brown drivers.

Please advance HB 364, to promote safe streets, Vision Zero, and equitable enforcement, and in the blessed memories of Sky Sosa and Shalom Mbah.

Thank you for the opportunity to testify on this legislation.

Seth Grimes, WABA Maryland organizer
seth.grimes@waba.org

HB 364 Timothy Meyer MRES PTO testimony.pdf

Uploaded by: Timothy Meyer

Position: FAV

**Prince George's County – Traffic Control Device Monitoring Systems –
Authorization – PG 301-24
Environment and Transportation Committee
FAVORABLE**

February 8, 2024

Chair Korman and Committee Members,

As the longtime President of the Mount Rainier Elementary PTO, **I write in strong support of HB 364**, which would authorize the use of traffic control device monitoring systems in Prince George's County.

Mount Rainier Elementary has made walkability and pedestrian safety a top priority for many years, long before the tragic deaths of two PGCPSS students at Riverdale Elementary in November. We have been regular participants in National Walk, Bike and Roll to School Day events, served in an advisory role on the City of Mount Rainier's Vision Zero Task Force, and were the model PGCPSS school for walkability in the PGCPSS Climate Change Action Plan. We have also consistently stressed: we cannot expect families to walk to school if we don't also provide them with the safer streets and basic pedestrian safety measures needed to do so.

Immediately after November's tragedy in Riverdale, our PTO led efforts to create Safe Routes PGCPSS, a coalition of 11 schools with more than 8,000 students to deliver a clear message: **every child has the right to get to and from school safely.** We called for immediate action on crossing guards, investing in built infrastructure to improve safety, and long-term policy reforms to re-think and re-design our streets to prioritize pedestrian safety. We were joined by other advocacy groups like Climate Parents of Prince George's, the Washington Area Bicyclist Association, Bike Maryland, and others. Municipalities like the City of Mount Rainier, Town of Brentwood, and City of Greenbelt took action in support of our efforts.

Mount Rainier Elementary PTO advocates for a comprehensive "all of the above" approach. Yes, we need more crossing guards and traditional enforcement of our traffic laws, but we cannot practically hire enough crossing guards or additional police officers to patrol *every* intersection as students walk to and from school. **That is why HB 364 is so important and our top legislative priority in this effort.** Our responsibility to students and families is not making a few *intersections* safer. It is making sure every step from the front door to the classroom – and every street and sidewalk in between – is safe. Anything less is failure.

HB 364 will provide a critical additional tool for local municipalities and Prince George's County to enforce traffic laws and make our streets safer. It will allow them to expand enforcement beyond their current staffing capabilities. We understand that some drivers will not be happy being held responsible for the consequences of their actions. But drivers who disregard stop signs and other traffic control devices will suffer the minor, temporary inconvenience of a ticket.

Students, pedestrians, and cyclists who are struck by impatient drivers ignoring traffic laws too often suffer consequences far more serious and devastating. **It is time for streets that prioritize kids over cars** – and we can't be afraid to say it.

The streets around our schools are not safe. In addition to the two Riverdale Elementary students killed in November, at least two PGCPs employees were killed while walking to work late last year. A grandmother was struck and killed near one of our high schools. *As I was writing this testimony*, I received an email from one of our neighboring schools and coalition partners that a student had been struck by an SUV a few days ago. They survived with minor injuries, but this is a crisis, and it should not take pedestrian deaths or students being struck by cars for this Legislature to act. Our kids can't wait.

HB 364 is long overdue, and I strongly urge this Committee and the full House of Delegates to pass this legislation this session. Your action will help save lives and send an unmistakable message to every student, pedestrian, cyclist, and resident: your safety matters – and you have the right to walk, bike or roll through your neighborhood safely.

Thank you for your consideration of HB 364.

Timothy Meyer
President, Mount Rainier Elementary PTO

HB364_PGCPS_FWA

Uploaded by: Johnathan Briggs

Position: FWA



PRINCE GEORGE'S COUNTY BOARD OF EDUCATION

Jonathan Briggs, M.Ed. MLS, Board Member, District 2 | jonathan.briggs@pgcps.org
14201 School Lane | Upper Marlboro, MD 20772 | 301-952-6115 | www.pgcps.org/offices/board-of-education

TO: Ways and Means, Education, Energy, and the Environment,
Finance, Environment and Transportation and Appropriations

FROM: Policy and Governance Committee

DATE: March 11, 2024

SUBJECT: Bills the Prince George's County Board of Education Supports,
Supports with Amendments and Opposes - Week of March 11,
2024

Overview

This memo aims to give insight into the bills that the Board of Education in Prince George's County supports, opposes, or backs with amendments for the week of **March 11, 2024**. It also explains how each bill aligns with the [Board's Legislative Platform for 2024](#). In addition, the memo provides specific notes or amendments for each bill, if applicable. This list is not exhaustive and identifies bills we consider to be high-impact.

PGCPS Board Positions:

The Board **supports and supports with amendments*** the following bills:

- 1) [HB 0407](#) - Food Supplement Benefits - Students - Eligibility (SNAP for Students)
- 2) [SB 0780/HB 0772](#) - Internet-Connected Devices and Internet Service Providers - Default Filtering of Obscene Content (Maryland Online Child Protection Act)
- 3) [SB 0200](#) - Counties - Construction of Sidewalks and Crosswalks - Safe Alternative Routes to Public Schools*
- 4) [HB 0364](#) - Prince George's County - Traffic Control Device Monitoring Systems - Authorization PG 301-24*

The Board **opposes** the following bills:

- 1) [HB 1485](#) - Public Schools - Water Safety and Swimming Course - Established

Please consult Appendix A.1 for detailed information on the Board's stance and supplementary remarks on supported bills, and refer to Appendix A.2 for more details on the Board's position and additional notes regarding the bills that the Board opposes.

PGCPS Board Support/Oppose Rationale:



PRINCE GEORGE'S COUNTY BOARD OF EDUCATION

Jonathan Briggs, M.Ed. MLS, Board Member, District 2 | jonathan.briggs@pgcps.org
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The Board decides whether to support or oppose bills based on how well they align with its legislative platform. If a bill will help the board and school district address student, teacher, and school needs without adding unfunded mandates, for example, it will receive the board's support. However, some of the bills presented to the General Assembly this week include prescriptive curriculum mandates that the Board believes are inappropriate for legislators to impose. The subsequent charts provide more detailed information about these specific priorities.

Conclusion

Please take note of the following reasons why the Board requests your consideration for our support or opposition to the bills listed below. We appreciate your review of our recommendations and are always available to answer any questions. You may contact any of the following: Jonathan Briggs, Policy and Governance Chair (jonathan.briggs@pgcps.org); Robin Welsh, Director, Office of Government Relations (robin.welsh@pgcps.org); or Shelby McRae, Administrator, Office of Government Relations (shelby.mcrae@pgcps.org). Thank you.



PRINCE GEORGE'S COUNTY BOARD OF EDUCATION

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Appendix

A.1 - Bills P&G Supports and Supports with Amendments*

#	Bill Number/Name	P&G Platform Priority	Bill Purpose	Note
1.	HB 0407 - Food Supplement Benefits - Students - Eligibility (SNAP for Students)	Funding for Success	Requiring the Department of Human Services to provide food supplement benefits to students who are residents of the State, are enrolled in an institution of higher education for at least 15 credit hours per year, whose family contribution is expected to be \$0, and who are eligible to participate in a certain work study program; and requiring, for fiscal year 2027 and each fiscal year thereafter, the Governor to include in the annual budget bill an appropriation sufficient to reimburse the Department for certain expenditures.	Currently, we have students who are enrolled in institutions of higher education taking up to 15 hours of credit per year, particularly in our early/middle college programs. This bill will allow those students' whose family income meets the eligible income threshold, invaluable access to benefits for them. This bill is also in-line with our Legislative Platform because we do support bills that enhance student welfare.
2.	SB 0780/HB 0772 - Internet-Connected Devices and Internet Service Providers - Default Filtering of Obscene Content (Maryland Online Child Protection Act)	School and Community Safety	Prohibiting a person from selling an Internet-connected device that is intended for minors unless the device is sold with a certain filter, certain privacy settings, and other features; making a violation of the prohibition an unfair, abusive, or deceptive trade practice that is subject to the enforcement and penalties under the Maryland Consumer Protection Act; requiring that preference be given to certain grant applications that include the use of broadband providers that implement the use of certain filters; etc.	None.
3.	SB 0200 - Counties - Construction of	School and Community Safety	Requiring a county board of education each year to prepare and post to the county's	Concerning SB200, safe walking access to school is an important issue



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	<p>Sidewalks and Crosswalks - Safe Alternative Routes to Public Schools*</p>		<p>website a report that identifies pathways that public school students may use to travel to school using only safe alternative routes under certain circumstances; requiring the governing body of a county each year to review a certain report and construct any sidewalks and crosswalks necessary to create safe alternative routes for public school students under certain circumstances; etc.</p>	<p>for many parents, especially in light of the deaths of two students. It also aligns well with PGCPs' Climate Change Action Plan (CCAP), focusing on the district's commitment to low-carbon school transportation by increasing walking, biking, and public transportation. The language would be less burdensome if it was assigned to a similarly structured agency, like a department of public works. Placing this requirement on the school system will require the creation of a new unit to focus on this function, which would at minimum need two full time employees to manage this function and a contract with a traffic safety engineering firm to conduct the research and provide the information.</p>
<p>4.</p>	<p>HB 0364 - Prince George's County - Traffic Control Device Monitoring Systems - Authorization PG 301-24*</p>	<p>School and Community Safety</p>	<p>Authorizing the use of traffic control device monitoring systems in Prince George's County by State and local agencies, if authorized by local law; providing that the owner or driver of a motor vehicle recorded failing to obey a traffic control device is subject to a citation and a certain civil penalty under certain circumstances; establishing certain defenses to a charge of an alleged violation recorded by a traffic control device monitoring system; etc.</p>	<p>Concerning HB0364, we support the legislation with an amendment to the fine schedule. The type of violation should determine the fine. The more egregious the violation, the higher the fine should be. The \$40.00 fine is too low and should be a graduated scale starting at \$40.00 and increasing depending on the type of traffic control device in use. Example: Crossing a lane marking should be a small fine, but making a left turn in an area where it is prohibited and unsafe should be a higher fine.</p>



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A.2 - Bills P&G Opposes

#	Bill Number/Name	P&G Position	Bill Purpose	Notes
1.	HB 1485 - Public Schools - Water Safety and Swimming Course - Established	Curriculum, Assessments, and Grading	Requiring the State Board of Education to develop, by July 1, 2025, curriculum content for an elective course in water safety and swimming for public school students in kindergarten through grade 12; requiring, beginning in the 2026-2027 school year, county boards of education to implement the water safety and swimming curriculum content for students in kindergarten through grade 12 in public schools in the county; and authorizing a public school to partner with a local parks and recreation facility for certain purposes.	The impact of the unfunded curricular mandate, which would mandate changes to the curriculum and instructional standards for the swimming curriculum, would be untenable or challenging as a requirement for all public schools in the county.

HB0364 - SHA - PGC - Traffic Control Monitoring De

Uploaded by: Patricia Westervelt

Position: INFO

February 8, 2024

The Honorable Marc Korman
Chair, House Environment and Transportation Committee
251 House Office Building
Annapolis MD 21401

RE: Letter of Information, HB 364 – Prince George’s County – Traffic Control Device Monitoring Systems – Authorization PG 301-24.

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) offers the following information on House Bill 364 for the Committee’s consideration.

House Bill 364 authorizes, for Prince George’s County, the use of traffic control device monitoring systems to capture violations of § 21-201 of the Transportation Article - failure to obey a traffic control device - on (1) highways maintained by a local jurisdiction, if authorized by the governing body of the local jurisdiction, and (2) State highways, if authorized by the State Highway Administration (SHA). The bill provides for the operation of the traffic control device monitoring systems and enforcement of violations through these systems.

The State Highway Administration (SHA) notes for the Committee that the proposed operation and enforcement structure of House Bill 364 resembles other forms of automated enforcement currently authorized for use in the State. However, unlike those other forms of automated enforcement, which are limited to enforcement of very specific elements of the Maryland vehicle law (such as speeding in a work zone or through a school district), obedience to a traffic control device is a broad issue with many types of devices that qualify under this term. In reviewing neighboring jurisdictions, the most practical application of this authority would be enforcement of stop sign violations; however, this monitoring could be used for a variety of other devices. Further, there are several defenses to a violation of § 21-201 – the device may be illegible, or a law enforcement officer may direct the driver to disobey the device. As such, there is the potential for a high rate of errors with this type of enforcement. Alternatively, significant review of captured images may be required prior to issuing a citation.

Another unique factor in the structure of House Bill 364 compared to other forms of automated enforcement codified in State law is that House Bill 364 establishes a general authorization for Prince George’s County to use traffic control device monitoring systems on State highways, if authorized by SHA. SHA would need to review plans and technical documents from the County for these requests, issue permits, and place signs notifying drivers that traffic control device monitoring systems are in use on State highways.

The Honorable Marc Korman
Page Two

Because of the investment of State resources necessary to manage these requests and the subsequent signing for approved projects, SHA must take steps to recover costs from the County for any systems it approves. Additionally, the bill as drafted directs any amount remaining from the fines collected, after cost recovery, to the local jurisdiction for public safety purposes, including pedestrian safety programs. While SHA supports the goal of directing the fines to public safety enhancements, money from fines collected on State highways would be distributed to local jurisdictions and is not guaranteed to be used to address public safety needs on the roads where the violations occurred. Practically, funds collected on State roads should be retained by or directed to the State to improve safety on State roads. This will ensure a unified response, where both State and local roads are improved to ensure the safety of Marylanders within the county, whatever the mode their transportation takes.

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating House Bill 364.

Sincerely,

Matt Mickler
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Maryland State Highway Administration
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410-865-1090