



SafeRoadsMD

PLEASE SUPPORT HB 1227

“Prince George’s County – Crosswalk
Monitoring Systems – Authorization”

MARYLAND COALITION FOR ROADWAY SAFETY, INC. URGES MD HOUSE ENT COMMITTEE SUPPORT FOR HB 1227

March 10, 2026

TO:

Honorable Delegate Marc Korman, Chair
Honorable Delegate Michele Guyton, Vice Chair
House Environment and Transportation Committee
Maryland General Assembly
250 & 251 Taylor House Office Building
Annapolis, Maryland 21401



FROM:

John Seng, Chair
SafeRoadsMD - Maryland Coalition for Roadway Safety, Inc.
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SafeRoadsMD.org

**Subj: Please Support HB 1227 – Prince George’s County –
Crosswalk Monitoring Systems – Authorization**

Dear Chair Korman, Vice Chair Boyce, and Members of the Committee:

On behalf of SafeRoadsMD – the Maryland Coalition for Roadway Safety, I respectfully request a favorable report on House Bill 1227.

HB 1227 would authorize Prince George’s County to use crosswalk monitoring systems in school zones, if approved by local law. In plain terms, this bill gives local government another tool to enforce one of the most basic and important rules of the road: **when a pedestrian is in a crosswalk, drivers must STOP.**

That should not be a controversial proposition. It should already be routine. But too often, it is not.

In Prince George’s County and across Maryland, pedestrians remain dangerously exposed to driver behavior that is impatient, inattentive, aggressive, or simply dismissive of the law. A marked crosswalk is supposed to communicate one clear message: this is where people cross, and this is where drivers yield. Yet too many drivers treat crosswalks as suggestions rather than commands.

That is especially unacceptable in **school zones**, where children, parents, school staff, and crossing guards depend on predictable driver behavior. A child in a crosswalk should not have to guess whether an approaching driver intends to obey the law.

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HB 1227 addresses that problem in a measured and responsible way. It does not create a criminal offense. It does not impose points. It does not affect insurance. It establishes a **modest civil penalty**, up to \$40, for drivers recorded failing to stop for a pedestrian in a crosswalk. It also includes important safeguards: public notice, a public hearing, local approval of camera locations, posted signage, court review, and a prohibition on paying contractors by the ticket.

This is not excessive enforcement. It is basic accountability in one of the most sensitive roadway environments we have.

The bill is also structured as a limited and reviewable program. It includes a reporting requirement and a five-year sunset, giving the General Assembly a chance to judge whether the program reduces violations, crashes, and pedestrian injuries.

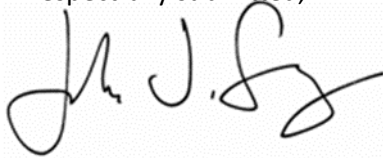
SafeRoadsMD supports HB 1227 because roadway safety must include the most vulnerable people on our roads, not just the people behind the wheel. If Maryland is serious about reducing death and serious injury, then the law must mean something at the crosswalk.

A crosswalk should be a place of protection, not negotiation.

For these reasons, **SafeRoadsMD respectfully urges a favorable report on HB 1227.**

Thank you for your consideration and for your continued work on behalf of safer Maryland roads.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "John J. Seng". The signature is fluid and cursive, with the first name "John" being the most prominent.

John J. Seng
Chair
Maryland Coalition for Roadway Safety, Inc.

cc: SafeRoadsMD Board