



SafeRoadsMD

**PLEASE SUPPORT HB 938**

“Anne Arundel County and the City of Annapolis –  
Crosswalk Monitoring 3 Systems – Authorization”

## MARYLAND COALITION FOR ROADWAY SAFETY, INC. URGES MD HOUSE ENT COMMITTEE SUPPORT FOR HB 938

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](http://SafeRoadsMD.org)

**Subj: Please Support HB 938**

Dear Chair Korman, Vice Chair Guyton and Members of the Maryland House Environment and Transportation Committee,

On behalf of SafeRoadsMD – the Maryland Coalition for Roadway Safety, I respectfully request your favorable report on HB 938 - “Anne Arundel County and the City of Annapolis – Crosswalk Monitoring Systems – Authorization.”

HB 938 would authorize Anne Arundel County and the City of Annapolis to use crosswalk monitoring systems, if approved by local law, to enforce Maryland’s requirement that drivers stop for pedestrians in crosswalks. The bill creates a civil penalty of up to \$40, requires notice and signage, permits recipients to contest a citation in District Court, bars point assessment and insurance consequences, and sunsets after five years on June 30, 2031. It also requires a joint local report on implementation, costs, revenues, reliability, and safety effectiveness by December 1, 2027.

This is a measured bill. It is not sweeping. It does not create a criminal offense. It does not put points on a driver’s license. It does not allow vendors to be paid per ticket. It simply gives two local jurisdictions a carefully bounded enforcement tool to address one of the most basic duties in road law: **stop for a person in the crosswalk.**

That duty matters because a crosswalk is supposed to mean safety. Too often, on Maryland roads, it means uncertainty. Pedestrians know the feeling: one driver stops, another does not; one lane yields,

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the next lane blows through; a marked crossing exists on paper, but not in practice. A crosswalk only works when the law is visible and enforced. And with overly darkened windshields abounding today, it's anyone's guess whether the driver sees people in a crosswalk.

HB 938 recognizes a simple reality. Some dangerous driving behavior is chronic, casual, and normalized. Failure to yield at crosswalks is one of those behaviors. And because the person outside the vehicle has no steel cage, no airbags, and no margin for error, the consequences fall almost entirely on the pedestrian, not the driver.

From SafeRoadsMD's perspective, HB 938 advances a core principle: **on roads, the burden of caution belongs first to the operator of their dangerous, killing machine.** Pedestrians are not protected by horsepower. They are protected only by driver behavior, roadway design, and enforcement. When voluntary compliance fails, enforcement has to do some of the work.

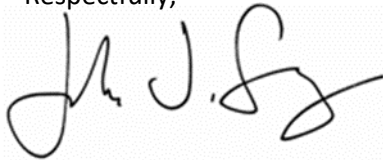
Some will object to any camera-based enforcement on principle. But this bill is narrower and more defensible than many others. It targets a specific, observable safety violation. It uses a modest civil penalty. It does not trigger points. And it includes sunset and reporting provisions so the General Assembly can later judge performance based on evidence, not rhetoric.

Maryland cannot claim to value walking safety while tolerating routine noncompliance at crosswalks. Crosswalks are among the few places where the law is supposed to give a pedestrian clear priority. If that priority exists only in statute books and not on the street, then it is not much of a protection.

HB 938 gives Anne Arundel County and Annapolis permission—not a mandate—to try a reasonable tool. SafeRoadsMD believes they should have that option.

For these reasons, **we respectfully urge your favorable report on HB 938.**

Respectfully,

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