

03-10-26 hb1227 favorable request.pdf

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Position: FAV



SafeRoadsMD

PLEASE SUPPORT HB1227
“Prince George’s County-
Crosswalk-Monitoring
Systems-Authorization PG 323-
26

March 10, 2026

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

FROM: John Becker, Board Member
SafeRoadsMD - Maryland Coalition for Roadway Safety, Inc.
(301) 852 9051, jb@saferoadsmd.org
SafeRoadsMD.org

Re: Request for a Favorable Review of HB 1227

Respectfully,

John Becker
Board Member
Maryland Coalition for Roadway Safety, Inc.

cc: John Seng, Chair
Maryland Coalition for Roadway Safety

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(301) 852 9051, jb@saferoadsmd.org
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Re: Request for a Favorable Review of HB 1227

Respectfully,

John Becker
Board Member
Maryland Coalition for Roadway Safety, Inc.

cc: John Seng, Chair
Maryland Coalition for Roadway Safety

SafeRoadsMD Supports HB 1227.pdf

Uploaded by: John Seng

Position: FAV



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.
(202) 468-7682, JSeng@SafeRoadsMD.org
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.

Maryland Coalition for Roadway Safety, Inc.
2127 Regina Terrace, Clarksburg, MD 20871 (202) 468-7682

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.

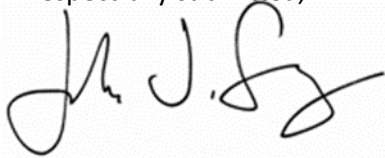
SafeRoadsMD supports HB 1227 because roadway safety must include the most vulnerable people on our roads, not just the people behind the wheel. If Maryland is serious about reducing death and serious injury, then the law must mean something at the crosswalk.

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

2026 MASBHC HB 1227 House Side.pdf

Uploaded by: Robyn Elliott

Position: FAV



Committee: House Environment and Transportation Committee

Bill Number: House Bill 1227 - Prince George's County - Crosswalk Monitoring Systems - Authorization PG 323-26

Hearing Date: March 12, 2026

Position: Support

The Maryland Assembly on School-Based Health Care (MASBHC) supports *House Bill 1227 – Prince George’s County – Crosswalk Monitoring Systems*. The bill would authorize Prince George’s County and its local jurisdictions to use crosswalk monitoring systems to improve the safety of crosswalks near schools.

MASBHC represents 90 school-based health centers that provide primary care at schools in areas in high concentration of poverty. We support this legislation because it will increase the safety of students in Prince George’s County. The legislation builds upon the extensive work in Prince George’s County including the establishment of the School Pedestrian Safety Workgroup in 2024.ⁱ The workgroup was established following the tragic deaths of two elementary school students walking to school.ⁱⁱⁱⁱⁱ

We ask for a favorable report on this legislation. If we can provide any further information, please contact Robyn Elliott at relliott@policypartners.net or (443) 926-3443.

ⁱ <https://pgccouncil.us/DocumentCenter/View/11970/School-Pedestrian-Safety-Workgroup-Final-Report-December-2024>

ⁱⁱ <https://marylandmatters.org/2025/05/24/why-our-kids-cant-wait-for-safe-routes-to-school/>

2026 MASHN HB 1227 House Side.pdf

Uploaded by: Robyn Elliott

Position: FAV

Maryland Association of School Health Nurses



Committee: House Environment and Transportation Committee

Bill Number: House Bill 1227 - Prince George's County - Crosswalk Monitoring Systems - Authorization PG 323-26

Hearing Date: March 12, 2026

Position: Support

The Maryland Association of School Health Nurses strongly supports *House Bill 1227 – Prince George’s County – Crosswalk Monitoring Systems*. The bill would allow Prince George’s County to protect student pedestrians by using crosswalk monitoring systems near schools . Student pedestrian safety is a top priority of MASHN. In Maryland, 166 students were killed in pedestrian accidents between 2000 and 2014.ⁱ Prince George’s County encountered the death of two students who were killed while waling to school in 2023. Crosswalk monitoring systems can play a critical role in a comprehensive strategy to improve student pedestrian safety.

We ask for a favorable report on this legislation. If we can provide any further information, please contact Robyn Elliott at relliott@policypartners.net or (443) 926-3443.

ⁱ https://zerodeathsmd.gov/wp-content/uploads/2021/05/MHSO_AR2020_final_Digital_.pdf

Wade Boarman Testimony_HB 1227.pdf

Uploaded by: Wade Boarman

Position: FAV



250 Taylor House Office Building
251 Taylor House Office Building
Annapolis, Maryland 21401

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

Obvio Inc. supports HB 1227, which authorizes the use of crosswalk monitoring systems in school zones in Prince George’s County. This legislation provides the County with a practical and effective tool to improve pedestrian safety where it matters most—around schools.

Maryland is facing a serious pedestrian safety crisis. In 2025, one hundred and sixteen pedestrians were killed on Maryland roadways — that’s nearly 1 in 4 traffic deaths statewide. These numbers reflect a persistent and unacceptable danger for families simply trying to walk safely in their communities.

Prince George’s County is not immune to this challenge. Research and field observations show that crosswalk noncompliance is both widespread and severe. In a pilot observational study monitoring driver behavior at marked crosswalks across Maryland, Prince George’s County locations recorded over a thousand failure-to-yield violations per day, with an overall failure-to-yield rate of 88.48 percent. In nearly nine out of every ten observed opportunities, drivers failed to yield.

Each failure to yield creates a near-miss moment, forcing pedestrians—including children, parents, and seniors—to either risk their safety or wait through multiple vehicles before crossing. This is especially concerning in school zones, where predictable driver behavior is essential and where the consequences of a single reckless decision can be catastrophic.

Prince George’s County has already demonstrated that automated enforcement changes behavior quickly and effectively. The County’s stop sign safety program resulted in a 70 percent reduction in unsafe driving behavior within just four months through a combination of education and consistent enforcement. When drivers understand that traffic laws will be enforced reliably, they adjust their behavior. Crosswalk safety will be no different.

Obvio’s technology is designed to help communities implement enforcement quickly and responsibly. Our solar-powered systems can be installed in days rather than months and are built to understand the full context of an intersection, including vehicle movements, pedestrian presence, distances, and safety risks.

Equally important, this technology is designed with strong privacy and transparency safeguards. Obvio does not use facial recognition, does not identify drivers or passengers, and does not track vehicles over time or across locations. The system captures information only when a potential traffic safety violation occurs, and license plate images are collected solely for purposes authorized by law.

All data is encrypted in transit and at rest and retained for only the period required for processing & adjudication. Data is securely and irreversibly deleted in compliance with HB 516 and applicable Transportation Article provisions. No citation is issued automatically; each potential violation is reviewed and approved by the designated municipal administrator before a ticket is issued.



HB 1227 is carefully structured and includes important guardrails. It limits use to school zones, requires authorization and public notice, caps the civil penalty at \$40, and makes clear that violations are not moving violations and do not result in points or insurance consequences. The legislation also prohibits contractors from being compensated on a per-ticket basis.

Automated crosswalk enforcement is one of the fastest and most cost-effective tools available to municipalities. While increased patrol staffing or major infrastructure redesigns can take years and require substantial funding, automated systems can be deployed quickly and begin improving behavior within weeks, at no net cost to the municipality.

For these reasons, Obvio respectfully urges this committee to support HB 1227. If you have any questions, please reach out to Obvio President Dhruv Maheshwari at dhruv@obvio.ai or me, Obvio Maryland Project Lead Wade Boarman at wade@obvio.ai.

Thank you,

Wade Boarman

hb1227.pdf

Uploaded by: Will Vormelker

Position: INFO

HON. STACY A. MAYER
CIRCUIT COURT
JUDGE
BALTIMORE COUNTY
CHAIR

HON. RICHARD SANDY
CIRCUIT COURT
JUDGE
FREDERICK COUNTY
VICE-CHAIR



KELLEY O'CONNOR
ASSISTANT STATE COURT
ADMINISTRATOR
GOVERNMENT RELATIONS
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P: (410) 260-1560

SUZANNE PELZ, ESQ.
SNR. GOVT. RELATIONS AND
PUBLIC AFFAIRS OFFICER
P: (410)260-1523

MARYLAND JUDICIAL COUNCIL LEGISLATIVE COMMITTEE

MEMORANDUM

TO: House Environment and Transportation Committee
FROM: Legislative Committee
Suzanne D. Pelz, Esq.
410-260-1523
RE: House Bill 1227
Prince George's County – Crosswalk Monitoring Systems –
Authorization PG 323-26
DATE: February 4, 2026
(3/12)
INFORMATIONAL COMMENT PAPER

The Judiciary respects the separation of powers doctrine and acknowledges the policy-making authority of the legislative branch. As such, the Judiciary has no position on the policy aims of this legislation.

The Maryland Judiciary only writes to note that this bill will have a significant fiscal and operational impact on the Judiciary.

The fiscal impact stems less from House Bill 1227 itself and more from how it operates in conjunction with existing language in Courts & Judicial Proceedings § 7-302. As amended last year in [Chapter 587](#), § 7-302 requires the District Court to accept payments for both uncontested as well as contested citations that are issued by a speed monitoring system controlled by a State agency. Historically, whether a State Agency or a municipality, the District Court only handled contested citations. The number of uncontested cases is unknown and are processed by the issuing jurisdictions. Accordingly, the District Court has no record of a citation until it is contested. The District Court does not have a method in place to recognize uncontested state agency issued citations.

This bill authorizes the use of crosswalk monitoring systems in school zones, if authorized by local law in Prince George's County. As a result, any State-agency-issued citation under that expanded authority would fall within the existing requirement to process payments through the District Court.

The court currently processes these monitoring citations through a largely manual workflow. The fiscal note reflects the conclusion that a significant expansion in monitoring citations could not be absorbed without automating citation intake and payment processing within the case management system. The estimate, therefore, reflects automation and associated staffing and IT costs, rather than increased adjudication activity. To automate the current manual process, the Judiciary's case management system will require extensive programming changes. The Judicial Information Systems Department estimates that implementing the necessary programming changes will require 9549.6 hours at an approximate cost of \$1,414,741.20.

This revision to Courts and Judicial Proceedings Code § 7-302 last year will significantly alter long-standing payment and processing practices and is a primary driver of the court's need to further digitize its automated enforcement citation programs. By shifting a substantially larger volume of uncontested payments into the court's workflow, the statute necessitates system automation and associated staffing and IT investments that were not previously required.

cc. Prince George's County Delegation
Judicial Council
Legislative Committee
Kelley O'Connor