

SafeRoadsMD Supports HB 938 final.pdf

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

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

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.

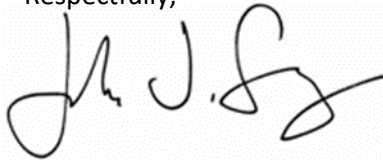
Some will object to any camera-based enforcement on principle. But this bill is narrower and more defensible than many others. It targets a specific, observable safety violation. It uses a modest civil penalty. It does not trigger points. And it includes sunset and reporting provisions so the General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

Wade Boarman Testimony_HB 0938.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 0938 which authorizes the use of crosswalk monitoring systems in school zones in Anne Arundel 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 2022, 132 pedestrians were killed on Maryland roadways, representing approximately 23 percent of all traffic fatalities statewide. These numbers reflect a persistent and unacceptable danger for families simply trying to walk safely in their communities.

Anne Arundel 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 Anne Arundel County, drivers failed to yield to pedestrians nearly 8 out of 10 times when they should have. And some places were particularly egregious; at the crosswalks at West Street and Parole Street, and West Street across from the Michael E. Busch Library in Annapolis, drivers failed to yield 93% of the time.

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.

Other communities in Maryland such as Prince George's County have 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 0938 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 0938. If you have any questions, please reach out to Dhruv Maheshwari at dhruv@obvio.ai

Thank you,

Wade Boarman

HB0938 Will Vormelker MD Judiciary INFO

Uploaded by: Will Vormelker

Position: INFO



WICOMICO COUNTY, MARYLAND

P.O. BOX 870
SALISBURY, MARYLAND 21803-0870
410-548-4696
FAX: 410-548-7872

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March 2, 2026

Environment and Transportation Committee
Attn: The Honorable Delegate Marc Korman, Chair
250 Taylor House Office Building
Annapolis, MD 21401

RE: Wicomico County – Sunday Hunting Time Restrictions – Repeal; House Bill No. 780

Dear Delegate Korman and Committee Members,


The Wicomico County Council writes in strong support of House Bill No. 780 to repeal the restrictions on Sunday hunting in Wicomico County on private property.

The Council has consistently supported similar efforts in prior sessions to expand hunting opportunities for local sportsmen and women. Removing these restrictions will provide greater flexibility for hunters who may not have availability during the traditional workweek, while also promoting responsible wildlife management. Expanded hunting access will additionally benefit the local economy through increased participation in hunting-related activities, tourism, and outdoor recreation.

Thank you for your time and consideration of this request.

Sincerely,

WICOMICO COUNTY, MARYLAND



John T. Cannon, Council President

Enclosure

cc: Wicomico County Council
Wicomico County Executive
Bunky Luffman, Director of Administration