



**SafeRoadsMD**

**PLEASE SUPPORT HB 938**  
"Crosswalk Monitoring Systems"

## **MARYLAND COALITION FOR ROADWAY SAFETY URGES MD SENATE JPR COMMITTEE SUPPORT FOR HB 938**

March 30, 2026

TO:

Honorable Senator William C. Smith, Chair  
Honorable Senator Jeff Waldstreicher, Vice Chair  
Judicial Proceedings Committee  
Maryland General Assembly  
2 East Miller Senate Office Building  
Annapolis, Maryland 21401

FROM:

John Seng, Chair  
SafeRoadsMD - Maryland Coalition for Roadway Safety, Inc.  
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### **Subject: Asking Your Support for HB 938 "Crosswalk Monitoring Systems"**

Dear Chair Smith, Vice Chair Waldstreicher and Members of the Maryland Senate Judicial Proceedings Committee:

I write to appeal for your favorable report for House Bill 938 "Crosswalk Monitoring Systems."

This legislation addresses a simple but urgent reality: in Maryland today, crosswalk laws are widely ignored—and effectively unenforced. People get hurt and killed.

Maryland recorded 134 pedestrian deaths in 2022 and a peak of 157 in 2023—a troubling increase. By the close of 2024, while, happily all fatality numbers declined, pedestrians still accounted for more than 20 percent of all traffic fatalities statewide.<sup>1</sup> Across Anne Arundel, Prince George's and Montgomery counties, nearly 50 pedestrians died in 2025.

But statistics alone do not capture the lived experience: Parents report drivers blowing through crosswalks near schools. Older adults feel ignored or rushed. Many Marylanders no longer trust that drivers will stop—even when the law clearly requires it.

**But laws without enforcement carry little more clout than warnings on a mattress tag.**

***Maryland Coalition for Roadway Safety, Inc.***  
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**“We are in a war room almost every week**

with the assistant chiefs in trying to figure out how to fill PVA’s (Property and Vehicle Assessments),” said Chief Marcus Yamada.

- **Chief Marcus Yamada, Montgomery County Police**

**Relying on staff-strapped county police departments to enforce crosswalk law is futile today.** Consider this March 18, 2026 report by WJLA-TV, highlighting a 14 percent police staff vacancy rate reported by Montgomery County Police Chief Marc Yamada. MCPD officers are stretched even to investigate homicides and armed robberies. SafeRoadsMD holds out little hope that police could possibly consistently enforce “routine” but potentially deadly traffic violations. Similar challenges exist in Anne Arundel and Prince George’s counties.

But we can—and must—decide whether to restore and expand enforcement through technology, or accept that crosswalk laws will remain hopelessly, dangerously unenforced: A Maryland road law with no teeth.

HB 938 provides a practical, proven immediately available solution: The bill authorizes local jurisdictions to deploy automated crosswalk monitoring systems to enforce existing law. Violations result in a modest civil fine, with due process protections and the ability to contest citations in court. Importantly, the bill includes meaningful safeguards. Local governments must approve camera use through a public process. Clear signage is required. Contractors cannot be compensated based on ticket volume. And any revenue beyond program costs must be reinvested in pedestrian safety improvements. This is not about creating a new law. It is about enforcing the law we already have.

Automated enforcement has already proven effective in changing driver behavior. In Prince George’s County, a stop sign camera program reduced unsafe driving by approximately 70 percent in just months.

Effectively, without automated enforcement of crosswalk law in Maryland, there is no enforcement.

If some characterize this approach as “big brother,” then so be it. Because “little sister” pedestrian does not stand a chance in a Maryland crosswalk in 2026. This legislation is targeted, accountable, and necessary. It will not solve every problem. But it will save lives. **This Committee can give Maryland’s crosswalk law meaning—or leave it without teeth.**

We respectfully urge the JPR Committee to give HB 938 a favorable report. Marylanders should not have to risk their lives simply to cross the street.

Sincerely,

John J. Seng, Chair

Maryland Coalition for Roadway Safety, Inc.

cc: Rev. Dr. R. Screen, R. Weiss - Route 210 Safety Committee; SafeRoadsMD Board

<sup>1</sup>ZeroDeathsMD Fatal Crash Data Dashboard