

HB0938 - Senate_FAV_City of Rockville_A.A., Montgo

Uploaded by: Christine Krone

Position: FAV



Testimony of the Mayor and Council of Rockville
HB 938 – Anne Arundel, Montgomery, and Prince George’s County – Crosswalk
Monitoring Systems
SUPPORT

The Mayor and Council of Rockville are thankful to Chair Smith and members of the Senate Judicial Proceedings Committee for the opportunity to provide comments in support of HB 938.

The Rockville Mayor and Council unanimously support this legislation, which aligns with our Vision Zero priority. The bill authorizes the use of crosswalk monitoring systems in Anne Arundel, Montgomery, and Prince George’s Counties on highways located in a school zone maintained by a local jurisdiction, if authorized by the governing body of the local jurisdiction, or on State highways located in a school zone, if authorized by the State Highway Administration. The systems may be used to record and cite violations when the driver of a vehicle fails to come to a stop at a crosswalk that is being used by a pedestrian.

We support this legislation for the following reasons:

- Similar to red-light enforcement, crosswalk monitoring systems would help increase enforcement efforts to ensure motorists stop completely at a crosswalk in school zones. These automated monitoring systems are an effective approach for more consistent enforcement of traffic laws at specific locations.
- Targeting the use of this technology in school zones is prudent, as it would increase safety and protection for children, parents, and teachers walking to and from schools.
- The technology would be a Police force multiplier, as local police departments do not have enough officers to deploy to all crosswalks in school zones.

HB 938 is a major step forward that would provide added protection for our children and school communities. By allowing the use of crosswalk monitoring systems in school zones in the areas of greatest concern, we have a tremendous opportunity to reduce crashes, save lives, and change driver behavior. Keeping our children safe from drivers who are increasingly distracted and do not follow traffic safety laws is essential. For these reasons, we urge the Committee to provide HB 938 with a favorable report.

03-30-26 hb0938 favorable request.pdf

Uploaded by: John Becker

Position: FAV



SafeRoadsMD

**PLEASE SUPPORT HB0938
“Anne Arundel, Montgomery,
and Prince George’s Counties-
Crosswalk Monitoring
Systems”**

March 10, 2026

TO: Senator William Smith, Chair, and Senator Jeff Waldstreicher, Vice Chair, Sponsor Delegates
Behler, D. Jones, Foley, Healey, Holmes, and Judicial Proceedings Committee Members
2 East Miller Senate Office Bldg.
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 0938

As a member of the Board of Directors of the Maryland Coalition for Roadway Safety, Inc. / Safe
RoadsMD.org, I urge the members of the Judicial Proceedings Committee to pass a favorable
review of HB0938

Thank you for consideration.

Respectfully,

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

cc: John Seng, Chair, Maryland Coalition for Roadway Safety

SafeRoadsMD Supports HB 938.pdf

Uploaded by: John Seng

Position: FAV



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



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.¹ 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.
2127 Regina Terrace, Clarksburg, MD 20871 (202) 468-7682



“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

¹ZeroDeathsMD Fatal Crash Data Dashboard

BikeMarylandCoalition-FAV-HB938-JPR20260401.pdf

Uploaded by: Jon Korin

Position: FAV



HB938 – Automated Crosswalk Enforcement

Senate Judicial Proceedings Committee

April 1, 2026

Position: Favorable

Greetings Chair and Members of the Committee

Our mission is to promote bicycling, increase safety, improve conditions, and provide a voice for bicyclists in Maryland. We partner with advocacy organizations to promote vulnerable road user safety legislation on the state and county level and work with government agencies, including police departments, to develop policy and awareness campaigns that protect the rights and well-being of bicyclists and pedestrians in Maryland. We the undersigned represent multiple community-based organizations advocating for safe biking, walking and active transportation, submit this testimony on behalf of tens of thousands of members across the State of Maryland.

As bicycling has increased in popularity across the United States and provides many environmental, economic, and health benefits, there is a need for creating a safe transportation system which makes people the priority; using all available tools to help achieve zero injuries and fatalities on our roadways and allowing all people to get to their destinations safely. HB938 will help with this effort by improving safety in one of the most dangerous places for pedestrians and other vulnerable road users: crosswalks.

Crosswalk enforcement by police officers is impractical and inefficient. This bill will deter people from failing to yield to people in crosswalks thereby reducing both the likelihood and severity of crashes. This is especially important for vulnerable road users (VRUs) such as pedestrians, cyclists, the elderly, people with disabilities, and schoolchildren who may cross roads to access schools, parks, shopping areas and other destinations. This bill also aligns with Maryland's commitment to Vision Zero. In 2025, more than 470 people were killed on Maryland roads and about one third were VRUs.

We request that the committee support the passage of HB938.

Baltimore Bicycling Club (BBC)

Bicycle Advocates for Annapolis & Anne Arundel County (BikeAAA)

Bike Harford

Bike Maryland

Bikemore

Bike HoCo

Frederick Bicycle Coalition

Maryland Eastern Shore Trail Network

Washington Area Bicyclist Association (WABA)

HB938

Uploaded by: Melissa Schweisguth

Position: FAV

March 30, 2026

Re: Favorable report on HB0938: Anne Arundel, Montgomery, and Prince George's Counties - Crosswalk Monitoring Systems

Dear Chair Smith, Vice Chair Waldstreicher and committee members,

Thank you for your service to Maryland.

As a resident of Prince George's County (D22) who travels on foot and bike for much of my grocery shopping and errands, I ask that you please provide a favorable report on HB0938: Anne Arundel, Montgomery, and Prince George's Counties - Crosswalk Monitoring Systems.

Drivers regularly run through crosswalks due to lack of attention or blatant disrespect for pedestrians. This makes walking stressful and increases injury risk to walkers, especially for vulnerable populations such as seniors with lower mobility and reaction times, and the many children who must walk to school.

As we have seen with stop signs and speed limits, enforcement is needed to change driver behavior and reduce risks to pedestrians, cyclists and drivers alike. Automated enforcement is cost-efficient and avoids pretextual traffic stops, and the risks involved in traffic stops, such as high-speed changes when suspects flee, or harm to officers or those stopped.

Stop sign cameras have proven effective across numerous municipalities in Prince George's county, as reported in numerous media ([example](#)). Crosswalk cameras are a much-needed addition to the automated enforcement toolbox.

HB0938 also requires that net revenues from tickets be used to improve crosswalk safety, appropriately ensuring that funds support much-needed infrastructure improvements.

Please provide a favorable report on HB0938.

Thank you

Melissa Schweisguth



5020 38th Ave
Hyattsville, MD 20782

P HB938 Crosswalks - Favorable.pdf

Uploaded by: Mindy Badin

Position: FAV

**Please Support House Bill 938
Anne Arundel, Montgomery, and Prince George's Counties -
Crosswalk Monitoring Systems**

April 1, 2026

To:

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

From:

Mindy Badin
4212 Charley Forest Street
Olney, MD 20832
minbadoo1@yahoo.com

Dear Chair Smith, Vice Chair Waldstreicher, and Members of the Committee:

I am writing to express my support for House Bill 938, which would authorize the use of crosswalk monitoring systems in Montgomery, Prince George's, and Anne Arundel Counties to improve pedestrian safety. Having lost my son Brett six years ago as he was crossing the street to meet some friends for dinner, this bill is particularly personal for me.



Pedestrian safety is a major concern in our Montgomery County, Prince Georges County, and Anne Arundel County communities, and across Maryland. Crosswalks are intended to provide safe areas for pedestrians to cross the street, but too often drivers illegally enter crosswalks while pedestrians are present.

I was present at the Montgomery County Delegation Bill Hearings which took place in Wheaton this past December. At the introduction of MC 10-26, Delegate Foley indicated that during observations of several crosswalks over a two hour period, 376 pedestrians were counted using those crosswalks. I was appalled to hear that **615 vehicles illegally entered those crosswalks while pedestrians were present**. These violations significantly outnumbered the pedestrians themselves, demonstrating how common this behavior has become.

I'm sure we have all personally witnessed many vehicles entering crosswalks when pedestrians are present, sometimes vehicles come within inches of the pedestrians. When this happens the results can be severe or fatal. Traditional enforcement alone cannot monitor every crosswalk where violations occur. Crosswalk monitoring systems will provide an effective tool to deter those with dangerous driving behaviors.

In 2024, 161 pedestrians and bicyclists (vulnerable road users) were killed on Maryland roadways. In 2025, with efforts by the State Highway Administration and local jurisdictions, that number dropped 35%, to 106. Although these numbers are encouraging, more needs to be done to protect our most vulnerable road users.

Evidence from other traffic safety camera programs shows that automated enforcement can reduce violations and improve safety for vulnerable road users. Crosswalk monitoring systems will be a vital tool in making crosswalks a safer place for pedestrians and bicyclists to use with confidence.

House Bill 938 and its amendments offer an important step toward stronger protection for our vulnerable road users, and I urge the committee to submit a favorable report.

Thank you for your commitment to improving road safety.

Sincerely,
Mindy Badin

2026 MASHN and MASBHC HB 938 House Side.pdf

Uploaded by: Robyn Elliott

Position: FAV



Committee: Senate Judicial Proceedings Committee

Bill Number: House Bill 938 - Anne Arundel, Montgomery, and Prince George’s Counties – Crosswalk Monitoring Systems

Hearing Date: April 1, 2026

Position: Support

The Maryland Association of School Health Nurses (MASHN) and the Maryland Assembly on School-Based Health Care (MASBHC) supports *House Bill 938 – Anne Arundel, Montgomery, and Prince George’s Counties – Crosswalk Monitoring Systems*. The bill would authorize Anne Arundel, Montgomery, and Prince George’s Counties to use crosswalk monitoring systems to improve pedestrian safety. The systems could be used specifically to address high-risk crosswalks along student pedestrian routes.

Student pedestrian safety is a top priority of MASHN and MASBHC. In Maryland, 166 students were killed in pedestrian accidents between 2000 and 2014.ⁱ Students in Title 1 schools are more vulnerable to pedestrian accidents, as they are more likely to walk to school.ⁱⁱ

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://pmc.ncbi.nlm.nih.gov/articles/PMC7098840/>

ⁱⁱ <https://montgomeryplanning.org/wp-content/uploads/2023/12/2023TravelMonitoringReport-AppendixC.pdf>

<https://www.sciencedirect.com/science/article/abs/pii/S2214140516304169>

“Social vulnerability: A review of the literature on pedestrian crash risk in lower-income and minority communities.” *The Journal of Transport and Land Use* *jtlu.org* Vol. 18 No. 1 [2025] pp. 221–235

House Bill 938, Favorable, Weiss.pdf

Uploaded by: Ron Weiss

Position: FAV

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

I'm Ron Weiss, a Fort Washington resident, a founding member of the MD 210 Traffic Safety Committee, and a Board Member of SafeRoadsMD. **I respectfully urge a favorable report on House Bill 938.**

HB 938 gives local jurisdictions a limited, practical tool to enforce one of the clearest and most important rules in the Maryland Vehicle Law: when a pedestrian is using a crosswalk, the driver must stop. Too often, that rule exists on paper but not on the street. A marked crosswalk should mean safety. If drivers routinely fail to yield, then pedestrians, including children, seniors, transit riders, and people with disabilities, are left to absorb the risk.

This bill is carefully bounded. It does not create a criminal offense. It creates a civil citation only. It provides public notice, signage, and the opportunity to contest liability in District Court. Violations are not moving violations, do not add points, and may not be used for insurance purposes. The bill also applies existing standards for the use, processing, and disposal of recorded images and associated data, and it prohibits per-ticket compensation for contractors. Those are the kinds of guardrails this Committee should want in any automated enforcement bill.

HB 938 is also sound public policy because it ties enforcement to safety improvements. After implementation and administrative costs are covered, remaining fine revenue from crosswalk monitoring systems must be used to improve safety at the monitored crosswalks through infrastructure enhancements such as HAWK signals, beacons, raised crosswalks, pylons, and pedestrian push-button systems. That keeps the focus where it belongs: preventing injury and death.

The bill is also accountable. A jurisdiction cannot use this technology unless it is authorized by local law after notice and a public hearing, and locations must be approved before deployment. The program sunsets after five years. The bill also requires reporting on warnings, citations, costs, revenue, system performance, and whether the systems actually reduce violations, crashes, and pedestrian injuries. If the tool works, the State will know. If it does not, the State will know that too.

The safety problem is real. Materials submitted in support of HB 938 described widespread failure-to-yield behavior at observed crosswalks, including very high noncompliance rates in both Anne Arundel and Montgomery County observations. Those materials also pointed to Maryland pedestrian fatality trends and to the success of other automated enforcement efforts, including a reported 70% reduction in unsafe driving in Prince George's County's stop sign program. That is exactly why a narrow, accountable pilot authority makes sense.

For Prince George's County and other included jurisdictions, HB 938 offers a way to protect people walking near schools, transit stops, neighborhood crossings, and other known conflict points without waiting years for full reconstruction at every location. Enforcement will not solve every pedestrian safety problem, but it can reinforce the law while jurisdictions work on the engineering changes that are also needed.

HB 938 is narrow, measured, and accountable. It respects due process, includes privacy protections, and directs resources back into safer crosswalks. I respectfully ask for a favorable report.

Sincerely,

Ron Weiss

HB 938 - MoCo_Elrich_FWA (GA 26) Senate.pdf

Uploaded by: Marc Elrich

Position: FWA



OFFICE OF THE COUNTY EXECUTIVE

Marc Elrich
County Executive

April 1, 2026

TO: The Honorable William C. Smith, Jr.
Chair, Judicial Proceedings Committee

FROM: Marc Elrich
County Executive

RE: House Bill 938: *Anne Arundel, Montgomery, and Prince George's Counties -
Crosswalk Monitoring Systems*
Support with Amendment

House Bill 938, *Anne Arundel, Montgomery, and Prince George's Counties - Crosswalk Monitoring Systems*, would authorize county and municipal governments in Anne Arundel, Montgomery, and Prince George's Counties to pilot crosswalk monitoring systems to help ensure the safety of pedestrians crossing the roadway in a crosswalk. For Montgomery County, municipal and County governments would be permitted to install crosswalk monitoring systems at no more than 30 locations. The system would provide video evidence of a motor vehicle driver who violates the law by not coming to a complete stop when a pedestrian is in the crosswalk, subjecting the registered vehicle owner to a civil citation and fine not exceeding \$65. The bill would take effect on July 1, 2026, and the pilot would sunset in five years.

Last year, in Montgomery County, 286 non-motorists (pedestrians, cyclists, and people using mobility devices) were struck in marked crosswalks with five fatally and 24 seriously injured. As a Vision Zero County and State, it is incumbent on us to use all the tools in the safety toolbox to prevent serious injuries and fatalities on our roadways.

I support this legislation. However, I request an amendment on page 11, line 22 to strike "Montgomery County Council" and substitute "the governing body of the local jurisdiction" to align the practices in Montgomery County with those in Anne Arundel and Prince George's Counties.

cc: Members of the Judicial Proceedings Committee