



October 14, 2025

**FISCAL AND POLICY NOTE**

TO: Colette R. Gresham, Esq.  
Acting Council Administrator

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Acting Associate Council Administrator

THRU: Lavinia Baxter   
Senior Legislative Budget and Policy Analyst

FROM: Alex Hirtle   
Legislative Budget and Policy Analyst

RE: Policy Analysis and Fiscal Impact Statement  
**CR-123-2025** Stop Sign Monitoring Systems - City of Hyattsville

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**CR-123-2025** (*proposed by:* Council Member Fisher)

Assigned to the Transportation, Infrastructure, Energy and Environment (TIEE) Committee

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A RESOLUTION CONCERNING STOP SIGN MONITORING SYSTEMS - CITY OF HYATTSVILLE for the purpose of providing County Council approval of locations for stop sign monitoring systems in the City of Hyattsville; and generally regarding stop sign monitoring systems.

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**Fiscal Summary**

**Direct Impact:**

*Expenditures:* Negligible administrative costs will likely be incurred in approving and processing this Resolution.

*Revenues:* No foreseen revenue impact.

### **Indirect Impact:**

Probably favorable.

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### **Legislative Summary:**

CR-123-2025 was introduced on October 7<sup>th</sup>, and referred to the Transportation, Infrastructure, Energy, and Environment Committee (TIEE). It provides for County Council approval of locations for stop sign monitoring systems in the City of Hyattsville. Stop sign monitoring systems are authorized on roads and highways located in a school zone maintained by a local jurisdiction if authorized by the governing body of the local jurisdiction.

The City has requested cameras for thirty-five locations, including:

- Calverton Dr at Claymore Ave
- Calverston Dr at Pony Trail Ln
- Claymore Ave at Rosemary Ln
- Carnaby St at Stella Blue Dr
- Queensbury Rd at 42nd Ave
- Queensbury Rd at 42nd Pl
- Queensbury Rd at 43rd Ave
- Oliver St at 41st Ave
- Oliver St at 40th Ave
- 40th Ave at Oglethorpe St
- 41st Ave at Oglethorpe St
- 41st Ave at Madison St
- 41st Ave at Hamilton St
- 42nd Ave at Oliver St
- 42nd Ave at Oglethorpe St
- 42nd Ave at Madison St
- 42nd Ave at Longfellow
- 42nd Ave at Kennedy St
- 42nd Ave at Jefferson St
- Oglethorpe St at 43rd Ave
- 43rd Ave at Kennedy St
- Oliver St at 43rd Ave
- Oliver St at 44th Ave
- Oliver St at Jamestown Rd
- Nicholson St at Jamestown Rd
- Nicholson St at 33rd Ave
- Nicholson St at 34th Ave
- Nicholson St at 32nd Ave
- Nicholson St at 31st Pl
- Nicholson St at 31st Ave

- Nicholson St at 30th Ave
- Nicholson St at Maryhurst Dr
- 33. Jamestown Rd at Manorwood Dr
- Madison St at 31st Pl
- Madison St at 32nd Ave

These locations were selected through traffic studies documenting the rates of violations for intersections with marked traffic stops. A letter by the City's Chief of Police indicated the municipality has 11 designated school zones that serve thousands of students and families daily; they have concluded that these are high-risk locations. Based on this information, they are requesting stop sign cameras at the noted thirty-five intersections listed above.

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### **Current Law/Background:**

Pursuant to the Md. Transportation Article, Sec 21-707.1(c)(2)(i) provides that an agency may use stop sign monitoring systems on highways located in a school zone maintained by a local jurisdiction, if authorized by the governing body of the local jurisdiction, Attachment 1- City of Hyattsville Request Letter, Attachment 2 – City of Hyattsville Supplemental Request Letter, Attachment 3- City of Hyattsville City Council Ordinance 2024-04, Attachment 4 – City Council of Hyattsville Meeting Minutes dated August 5, 2024 and Attachment 5 - City Council of Hyattsville Meeting Minutes dated September 16, 2024.; Maryland Transportation Article, Sec. 21-707.1(c)(2)(ii) provides that a stop sign monitoring system may only be used at a location approved by the Prince George's County Council; and Prince George's County Code, Sec. 26-120.02(c)(2)(B) provides that stop sign monitoring systems may only be used at a location approved by the Prince George's County Council and Sec. 26-120.02(c)(2)(C) provides that Council approval of the location of stop sign monitoring systems used by municipalities shall be made by Council resolution upon receipt of a CR-123-2025 (DR-1).

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### **Resource Personnel:**

- Kathy Canning, Legislative Attorney
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### **Discussion/Policy Analysis:**

The traffic data provided by the City of Hyattsville indicates a high rate of stop sign violations were occurring in the municipality. At Oglethorpe Street and 42<sup>nd</sup> Avenue, out of a total of 1,777 monitored vehicles per day, 1,144 were determined to be stop sign violations, a violation rate of about 64%. With another study at the intersection of Queensbury Road and 42<sup>nd</sup> Avenue, out of a total of 405 monitored vehicles per day, 370 were determined to be stop sign violations, a violation rate of about 91%. Given these intersections are all in school zones, it underscores the safety concerns of school children, especially walking to or from school.

Automating the monitoring of stop sign intersections also frees up police officer hours for other duties. Automated enforcement would allow the City's police officers more time to focus on other critical issues, like violent crime and neighborhood burglaries. The stop signs monitoring systems also operate 24/7, all day and all night, thus possibly reducing overtime in officer hours that otherwise would be used in monitoring certain dangerous intersections. As these systems provide continual deterrence to improve public safety for the City, it would be hopeful that they would also change the behavior of drivers and provide for a reduction in violations throughout the County.

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**Fiscal Impact:**

- *Direct Impact*

Adoption of CR-123-2025 will likely have a negligible adverse fiscal impact on the County in terms of administrative costs. Based on Maryland law<sup>1</sup>, revenue from any violation occurring in a municipality would be retained by that municipality, unless either the violation was contested in court (in which case the State would retain any sustained violation), or State law clearly indicated the revenue to be directed otherwise. Additionally, given this stop sign monitoring program has been initiated by the City, it is rational to conclude that all costs associated with purchasing, installing, monitoring, and any associated maintenance costs would be solely borne on the City and not the County.

- *Indirect Impact*

Adoption of CR-123-2025 could have a favorable indirect impact on the County, to the extent that as drivers receive violations for not engaging in a full stop at any of the City's monitored intersections, this would change their behavior and become a safer driver. Assuming the violator drives their vehicle in other parts of the County, this would conceivably produce increased public safety throughout the County, especially for pedestrians.

- *Appropriated in the Current Fiscal Year Budget*

No.

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**Effective Date of Proposed Legislation:**

The proposed Resolution will be effective on the date of adoption.

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If you require additional information or have questions about this fiscal impact statement, please call or email me.

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<sup>1</sup> §21-707.1 (k) (1) (COMAR)

