



September 9, 2025

**FISCAL AND POLICY NOTE**

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

Karen T. Zavakos  
Associate Council Administrator

THRU: Lavinia Baxter   
Senior Legislative Budget and Policy Analyst

FROM: Alex Hirtle   
Legislative Budget and Policy Analyst

Policy Analysis and Fiscal Impact Statement  
CR-093-2025 Stop Sign Monitoring Systems- City of Greenbelt

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**CR-093-2025** (*proposed by:* Council Member Watson)

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

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A RESOLUTION CONCERNING STOP SIGN MONITORING SYSTEMS - CITY OF GREENBELT for the purpose of providing County Council approval of locations for stop sign monitoring systems in the City of Greenbelt; 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-093-2025 provides for County Council approval of locations for stop sign monitoring systems in the City of Greenbelt. 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 seven locations, including:

- Ridge Road and Gardenway NEB
- Southway NE at Ridge Road
- Ridge Road SB at Laurel Hill Road
- Research Road SB at Ridge Road
- Cherrywood Lane at Breezewood Drive
- Springhill Drive at Edmonston Drive
- Springhill Drive NW at Cherrywood Lane

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 reviewed the data from these intersections, and has concluded that they are high-risk locations. Based on this information, they are requesting stop sign cameras at the noted seven 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 Greenbelt Request Letter, Attachment 2- City of Greenbelt City Council Ordinance 1402, Attachment 3 - City of Greenbelt City Council Resolution 2117, Attachment 4 - City Council Work Session December 11, 2024, and Attachment 5 - City Council Agenda April 14, 2025; 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-093-2025 (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 Greenbelt indicates a very high rate of stop sign violations were occurring in the municipality. At Cherrywood Lane at Breezewood Drive, out of a total of 910 monitored vehicles per day, 774 were determined to be stop sign violations, a violation rate of about 85%. With another study at the intersection of Southway NE at Ridge Road, out of a total of 3102 monitored vehicles per day, 2880 were determined to be stop sign violations, a violation rate of about 93%. 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 sign 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-093-2025 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-093-2025 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

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

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.