



September 9, 2025

FISCAL AND POLICY NOTE

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

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THRU: Lavinia Baxter 
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FROM: Alex Hirtle 
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Policy Analysis and Fiscal Impact Statement
CR-090-2025 Stop Sign Monitoring Systems- College Park

CR-090-2025 (*proposed by: Council Member Olson*)

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

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

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.

Legislative Summary:

CR-090-2025 provides for County Council approval of locations for stop sign monitoring systems in the City of College Park. 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 five locations, including:

- Edgewood Road and 52nd Place
- College Avenue and Yale Avenue
- Saint Andrews Place and Davidson Street
- Rhode Island Avenue and Lakeland Road
- Calvert Road and Rhode Island Avenue

These locations were selected through traffic studies documenting the rates of violations for intersections with marked traffic stops. A letter by the City's Director of the Department of Public Works indicated the municipality sees hundreds of violations a day at stop sign intersections. The letter also states that any one of these violations could result in a tragic incident if not prevented beforehand. Approval of these systems at the noted locations will not only improve public safety in College Park but will contribute to driver deterrence across all of Prince George's County.

Current Law/Background:

Pursuant to the Md. Transportation Article, Section 21-707.1(c)(2)(i) and Section 21-707.1(c)(2)(ii), the City of College Park submitted the following documents: Attachment 1 - cover letter, Attachment 2 - location request letter; Attachment 3 - Clerk of the City of College Park, Public Notice, Stop Sign Traffic Enforcement Ordinance 25-O-02, Attachment 4 - Clerk of the City of College Park, Minutes, Stop Sign Traffic Enforcement, Ordinance 25-O-02, and Attachment 5 - Clerk of the City of College Park, Ordinance 25-O-02. 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, see Attachment 5 - City of College Park, Public Ordinance 25-O-02. Maryland Transportation Article, Section 21-707.1(c)(2)(ii) states that a stop signs monitoring system may only be used at a location approved by the Prince George's County Council.

Resource Personnel:

- Kathy Canning, Legislative Attorney
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Discussion/Policy Analysis:

The traffic studies that the City of College Park performed at intersections with stop signs (to determine which locations to request stop sign monitoring systems) indicates a very high rate of violations were occurring in the municipality. At Edgewood Road and 52nd Place, out of a total of 923 monitored vehicles per day, 756 were determined to be stop sign violations, a violation rate of about 82%. With another study at the intersection of Rhode Island Avenue and Lakeland Road, out of a total of 351 monitored vehicles per day, 322 were determined to be stop sign violations, a violation rate of about 92%. Given these intersections are all in school zones, it underscores the safety concerns of school children, especially walking to or from school.

Automating 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 more 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.

Fiscal Impact:

- *Direct Impact*

Adoption of CR-090-2025 will likely have a negligible adverse fiscal impact on the County in terms of administrative costs. Based on Maryland law¹, revenue from any violation occurring in a municipality would be retained by that municipality, unless either the violation was contested in court (in which 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-090-2025 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*

¹ §21-707.1 (k) (1) (COMAR)

No.

Effective Date of Proposed Legislation:

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

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