





October 21, 2025

FISCAL AND POLICY NOTE

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

Karen T. Zavakos
Acting Deputy 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-127-2025 Stop Sign Monitoring Systems- Town of Capitol Heights

CR-127-2025 (*proposed by:* Council Member Oriadha)

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

A RESOLUTION CONCERNING STOP SIGN MONITORING SYSTEMS - TOWN OF CAPITOL HEIGHTS for the purpose of providing County Council approval of locations for stop sign monitoring systems in the Town of Capitol Heights, 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-127-2025 was introduced on October 14th 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 Town of Capitol Heights. 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 Town has requested cameras for seven locations, including:

- Old Central & Nova NB
- Brooke & Suffolk SE
- Capitol Heights Blvd. & Doppler NE
- Capitol Heights Blvd. & Doppler SW
- Old Central Avenue and Suffolk EB

These locations were selected through traffic studies documenting the rates of violations for intersections with marked traffic stops. A letter by the Town Administrator indicated the municipality has hundreds of stop sign violations daily, and it has become a threat to residents and pedestrians. Based on this information, they are requesting stop sign cameras at the noted intersections listed above.

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- Town of Capitol Heights Request Letter, Attachment 2 – Town of Capitol Heights Town Council Agenda, Attachment 3- Town of Capitol Heights Town Council Minutes, Attachment 4 – Town of Capitol Heights Ordinance Amendment, 2024-05; 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 CR-127-2025 (DR-1).

Resource Personnel:

- Kathy Canning, Legislative Attorney
 - Tiffany Hannon, Chief of Staff, District 7
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Discussion/Policy Analysis:

The traffic data provided by the Town of Capitol Heights indicates a high rate of stop sign violations were occurring in the municipality. At Old Central and Nova northbound, out of a total of 985 monitored vehicles per day, 647 were determined to be stop sign violations, a violation rate of about 66%. With another study at the intersection of Brooke and Suffolk SE, out of a total of 632 monitored vehicles per day, 579 were determined to be stop sign violations, a violation rate of about 92%. These intersections underscore the safety concerns of residents and pedestrians in the Town of Capitol Heights.

Automating the monitoring of stop sign intersections also frees up police officer hours for other duties. Automated enforcement would allow the Town'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 Town, 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-127-2025 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 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 Town, it is rational to conclude that all costs associated with purchasing, installing, monitoring, and any associated maintenance costs would be solely borne on the Town and not the County.

¹ §21-707.1 (k) (1) (COMAR)

- *Indirect Impact*

Adoption of CR-127-2025 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 Town's monitored intersections, this would change their behavior to become safer drivers. 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.

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.