



October 9, 2024

**FISCAL AND POLICY NOTE**

TO: Jennifer A. Jenkins  
Council Administrator

Colette R. Gresham, Esq.  
Deputy Council Administrator

THRU: Josh Hamlin   
Director of Budget and Policy Analysis

FROM: David Noto   
Legislative Budget and Policy Analyst

  
Caleb Callender  
Public Service Aide

RE: Policy Analysis and Fiscal Impact Statement  
CB-084-2024 Prince George's Stop Sign Monitoring System Act

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CB-084-2024 (*Proposed by:* Councilmembers Dernoga and Oriadha)

Assigned to Transportation, Infrastructure, Energy and Environment Committee

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AN ACT CONCERNING STOP SIGN MONITORING SYSTEMS - SCHOOL ZONES - AUTHORIZATION for the purpose of authorizing and implementing the use of stop sign monitoring systems on State and local highways located in Prince George's County in a school zone to record violations of State law requiring obedience to stop signs pursuant to Md. Code Transportation Article Section 21-707, made a part hereof and set forth wholly within this Act; providing for the effective date of this Act; and other related provisions to the use and enforcement of stop sign monitoring systems in Prince George's County.

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## Fiscal Summary

### Direct Impact:

*Expenditures:* Potential additional expenditures associated with the cost of implementation and enforcement.

*Revenues:* Potentially significant additional revenues from citations.

### Indirect Impact:

Likely Favorable

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### Legislative Summary:

CB-084-2024<sup>1</sup>, proposed by Councilmembers Dernoga and Oriadha, was presented on September 17, 2024, and referred to the Transportation, Infrastructure, Energy and Environment Committee. Pursuant to Maryland Transportation Code § 21-707, this bill would authorize and implement the use of stop sign monitoring systems on State and local highways located in Prince George's County in a school zone to record violations of State law requiring obedience to stop signs pursuant to Md. Code Transportation Article 21-707<sup>2</sup>. The Bill adds a new section to Division 7, Section 26-120.02 of the County Code entitled Stop Sign Monitoring Systems.

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### Resource Personnel:

- Kathy Canning, Legislative Officer
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### Current Law/Background:

#### *State Law:*

On July 1, 2024, HB-364, Prince George's County–Stop Sign Monitoring Systems–Authorization took effect, allowing Prince George's County to use and record stop sign violations pursuant to State law<sup>3</sup>. HB-364 authorized the use of stop sign monitoring systems in school zones in Prince George's County, if authorized by local law. HB-364 provides that if the owner or driver of a motor vehicle is recorded by a stop sign camera failing to obey a stop sign, they are subject to a citation and other civil penalties and lays out other general regulations relating to the use of stop sign cameras in the County. This bill is authorized for five years and terminates June 30, 2029.

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<sup>1</sup> [Prince George's County Council - Reference No. CB-084-2024 \(legistar.com\)](#)

<sup>2</sup> [Section 21-707 :: Maryland Transportation :: 2005 :: Maryland Code :: US Codes and Statutes :: US Law :: Justia](#)

<sup>3</sup> [Legislation - HB0364 \(maryland.gov\)](#)

*Current County Law:*

In current County code, Division 7, § 26-120 (c) authorizes the use of traffic control signals and monitoring devices for the processing of recorded images and civil citations for violations recorded by a traffic control signal monitoring system.<sup>4</sup> The term “monitoring devices” is a generic term that currently includes speed and red-light cameras. With this proposed legislation, an entirely new section, specific to stop sign monitoring systems would be added to assist in monitoring and regulating traffic at certain intersections.

The proposed legislation clearly defines the actions that drivers must take when approaching a stop sign, including coming to a complete stop at the stop sign of the intersection. The County has the responsibility of placing the stop sign monitoring systems and the State Highway Administration has the responsibility of placing warning signage. Section two of the proposed legislation assigns the Department of Public Works and Transportation (DPW&T) the task of providing a report on or before December 1, 2025, that studies the number of warnings and citations issued because of violations recorded by the monitoring system and associated costs. The report should also include revenue collected during that time. Like with other camera monitoring programs, such as those used by the County to catch those who run red lights, the Prince George’s County Police Department (PGPD) will have the authority to enforce violations. Video footage will be examined and once an infraction has been determined, citations will be issued through the mail.

DPW&T is tasked with reporting on the number of warnings and citations issued; costs associated with implementing the monitoring systems; revenue collected monthly as result of violations; appropriate locations for deployment; performance and reliability of stop sign monitoring systems; and effectiveness of stop sign monitoring systems in reducing violations, crashes, and pedestrian injuries.

*Relevant legislation from Other Jurisdictions:*

In the District of Columbia, there are currently 33 active stop sign cameras within place<sup>5</sup>. In 2022, 8 stop sign cameras resulted in 120,000 citations<sup>6</sup> through the month of September, which resulted in \$12 million in revenue for the city<sup>7</sup>. In 2024, those 33 stop sign cameras were responsible for only 24,752 citations through the month of September, a significant decrease in violations<sup>8</sup>. The District’s Department of Transportation is not certain of the exact reduction rate of intersection crashes since implementation, but they have witnessed fewer crashes at locations where monitors are in place<sup>9</sup>. Drivers within the District have complained about the stop sign monitors, claiming they are stopping but calling the cameras “finicky”, and have stated that they would appreciate

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<sup>4</sup> [DIVISION 7. - STOP, YIELD, AND SIGNALIZED INTERSECTIONS. | Code of Ordinances | Prince George's County, MD | Municode Library](#)

<sup>5</sup> <https://ate.ddot.dc.gov/>

<sup>6</sup> [8 Stop-Sign Cameras Net More Than 120,000 Citations So Far in 2022 – NBC4 Washington \(nbcwashington.com\)](#)

<sup>7</sup> Ibid

<sup>8</sup> <https://ate.ddot.dc.gov/>

<sup>9</sup> Christine E. Mayeur, Interim Associate Director - Multimodal Safety Engineering Division, Manager - Corridor Safety Projects Team, DC Dept. of Transportation (09/30/2024)

transparency of what violation merit citation, such as needing to stop before the crosswalk or the given line<sup>10</sup>.

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### **Discussion/Policy Analysis:**

Across the country, stop sign monitoring systems are not yet being widely used. Consequently, to give an accurate analysis of their potential impact, it is necessary to consider the impact speed cameras and red-light cameras, as close analogs of stop sign cameras in both concept and rollout. According to the National Coalition for Safer Roads, red light safety cameras reduced the fatal red light running crash rate in large cities by 21% and the rate of all types of fatal crashes at signalized intersections by 14%<sup>11</sup>. However, some criticize the placement of automated cameras because the financial burden of citations falls disproportionately on people of color<sup>12</sup>. Nonetheless, multiple studies have consistently proven that there are statistically significant reductions in the overall number of crashes and the lethality of crashes when monitoring systems are used in conjunction with other traffic calming methods, such as red-lights and speed limits<sup>13</sup>. A seven and a half (7 ½) year-long study in Montgomery County, from 2007 through 2015 found that speed cameras were associated with a 10% reduction in mean speeds and a 62% reduction in the likelihood that a vehicle was traveling more than 10 mph above the speed limit at camera sites<sup>14</sup>. The overall effect of the program was a 39% reduction in a crash resulting in a serious or fatal injury<sup>15</sup>.

In November of 2023, an automobile struck three (3) pedestrians, resulting in the death of a five (5) year-old and a ten (10) year-old while they were walking to school.<sup>16</sup> The Children's Safety Network calculates an average of 67,124 child pedestrian injuries each year between 2005-2010 nationwide.<sup>17</sup> In the aftermath of this tragedy, lawmakers and the community have pushed for more monitoring and accountability at intersections, particularly near schools. At that time in 2022, Prince George's County led the state in pedestrian-related crashes, totaling 425.<sup>18</sup> There was also a major shortage of crossing guards. According to the County Administration, the unit was down by half due to retirements and exacerbated by the pandemic<sup>19</sup>. PGPD pledged to hire more crossing guards, although they have acknowledged that they have had difficulty in hiring enough crossing guards to provide support for children walking to school throughout the County. To make the position of crossing guard more attractive to prospective applicants, base pay was increased from \$12.77 to over \$17.00 per hour, along with streamlining the process and reducing the age

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<sup>10</sup> [How To Deal With Washington, DC Stop Sign Cameras - City Cast DC](#)

<sup>11</sup> [Understanding Right Light Camera Data and Statistics - Welcome to the National Coalition for Safer Roads Website \(ncrsafety.org\)](#)

<sup>12</sup> [Why automated speed cameras disproportionately affect Black and brown drivers | PBS News Weekend](#)

<sup>13</sup> [Effects of automated speed enforcement in Montgomery County, Maryland, on vehicle speeds, public opinion, and crashes: Traffic Injury Prevention: Vol 17, No sup1 - Get Access \(tandfonline.com\)](#)

<sup>14</sup> Ibid

<sup>15</sup> Ibid

<sup>16</sup> [Identities of Riverdale Elementary students killed in crosswalk crash released \(fox5dc.com\)](#)

<sup>17</sup> <https://www.childrensafetynetwork.org/infographics/walking-safe-child-pedestrian-safety>

<sup>18</sup> [Leaders call for safer roads after two children hit, killed walking to Prince George's County school | DC News Now](#)

<sup>19</sup> [Emergency School Crossing Guard Staffing Plan Announced For Prince George's County | Prince George's County \(princegeorgescountymd.gov\)](#)

requirement from 21 to 18. As of February 1, 2024, only half of the slots had been filled.<sup>20</sup> This led to the creation of a School Pedestrian Safety Workgroup, led by Councilmember Fisher, which is working on developing other recommendations and improvements to pedestrian infrastructure around County schools in collaboration with DPW&T. One of the recommendations from the working group is lowering speed limits in school zones. The proposed legislation acts as a natural support to this and other recommendations from the working group.

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### **Items for Committee Consideration:**

Stop sign monitoring devices have already been set up in at least three different municipalities within the County, specifically, Cottage City, Bowie, and Forest Heights<sup>2122</sup>. Bowie's cameras will have real-time monitoring capabilities to capture traffic violations. Their stated goals are to enhance traffic safety by testing the new equipment gathering data on the effectiveness of the stop sign cameras and gathering feedback from residents.<sup>23</sup> Municipalities within the County, as well as the County itself, require explicit authority from the State to set up stop sign monitoring systems, regardless of whether the stop sign camera is within a school zone or outside of a school zone. HB-364 gave the County the authority to implement a stop sign monitoring system, which includes exercising approval of sites where stop sign cameras could be set up. Therefore, the stop sign monitoring cameras that have already been set up require County approval for their continued use by municipalities.

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### **Fiscal Impact:**

- *Direct Impact*

It is unclear what additional costs DPW&T will incur in setting up this program, but the enactment of the proposed legislation will likely have an adverse fiscal impact on the County due to additional staff necessary to implement the program. Not only will this initiative require additional staff to review proposed monitoring locations, but new signage must be provided by DPW&T to notify drivers that they are entering a monitored intersection. Once implemented, the PGPD will need to assign officers to review camera footage to determine if there is a violation. As with other camera monitoring programs, a contractor will likely be hired to provide and set up camera equipment at predetermined locations along with maintenance of the equipment. Lastly, a contract may be necessary to oversee the collection of tickets.

Within the original draft of HB-364, which permitted implementation of stop sign monitoring within Prince George's County, the County was to be limited to ten (10) cameras, but this was stricken from the final draft of the bill<sup>24</sup>. However, if the County were to implement about ten (10)

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<sup>20</sup> [What's being done to get more crossing guards hired in Prince George's Co. - WTOP News](#)

<sup>21</sup> [Bowie Police are testing stop sign cameras at key intersections \(wjla.com\)](#)

<sup>22</sup> [New artificial intelligence traffic cameras being used in Prince George's County | DC News Now](#)

<sup>23</sup> [Bowie Police are testing stop sign cameras at key intersections \(wjla.com\)](#)

<sup>24</sup> [2024 Regular Session - House Bill 364 Chapter \(maryland.gov\)](#)

cameras on stop signs by schools initially, based on the data from eight (8) of the District’s traffic cameras in 2022<sup>25</sup>, the County could expect a revenue of up to \$5 million in its initial year of implementation, after which the County ought to expect to see somewhat less revenue with each successive year, as drivers become more accustomed to the stop sign monitors. It is important to note that the District’s citations are \$100, while citations distributed under the proposed legislation will be limited to a maximum of \$40, hence the difference between the \$12 million of revenue that the District attributed to only eight (8) cameras and the anticipated \$5 million the County could reasonably expect.

- *Indirect Impact*

The enactment of the proposed legislation could have a favorable indirect impact on the County by reducing the number of vehicular and pedestrian accidents. Once these stop sign monitors in place, the County should expect to see fewer crashes at the intersections guarded by these cameras, and therefore the County have less of a need for emergency services within those areas, thereby allowing for those resources to be utilized elsewhere. This has the potential to lead to some small, but meaningful, reductions in spending on emergency services for the County. Furthermore, a reduction in the overall rate of crashes within the County could, if the rate of reduction was significant enough, lead to a reduction in the cost of car insurance for County residents, which would have a positive overall impact on the financial wellbeing of County residents.

- *Appropriated in the Current Fiscal Year Budget*

No.

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**Effective Date of Proposed Legislation:**

The proposed Act shall take effect forty-five (45) calendar days after it becomes law.

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If you require additional information, or have questions about this fiscal impact statement, please reach out to me via phone or email.

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<sup>25</sup> [8 Stop-Sign Cameras Net More Than 120,000 Citations So Far in 2022 – NBC4 Washington \(nbcwashington.com\)](https://www.nbc4washington.com/news/8-stop-sign-cameras-net-more-than-120000-citations-so-far-in-2022-2022-12-15)