

Obvio MG Stop Sign Hearing Submission.pdf

Uploaded by: Dhruv Maheshwari

Position: FAV

Dear Chair and Members of the Committee,

My name is Dhruv Maheshwari, and I'm the co-founder and CEO of Obvio, Inc. – a leading provider of traffic safety technology. I'm writing this written testimony SUPPORTING the passage of Maryland House Bill 1032 for automated stop sign enforcement in Montgomery County.

Obvio Background

Obvio is a Silicon Valley-based technology company, dedicated to improving road safety for our communities, schools, and neighborhoods. Obvio has already played a key role in helping transform the world of traffic safety in Maryland. In 2023, Obvio's technology was being used by police departments in Prince George's County to measure the number of stop sign violators which contributed towards the effort for HB364 – authorizing stop sign monitoring systems in Prince George's County.

Montgomery Stats

Montgomery County is facing a critical issue at intersections—drivers routinely disregard stop signs, endangering pedestrians, bicyclists, and other motorists. Data from recent years reveals an even more troubling pattern:

- Four-way intersections remain a hotspot for traffic incidents, accounting for 3,544 of 10,738 crashes in 2023 (33%); 19% increase from the year prior
- 7% of all four-way intersection crashes involved a pedestrian or bicyclist

With less officer headcount and bandwidth than ever before, stop sign monitoring provides an important tool for law enforcement to provide sustained 24/7 deterrence.

Privacy-Preserving Technology

Novel stop sign technology balances driver behavior change with key privacy features:

- **Violation-Only Recording** – Only anonymized evidence of violations is uploaded for law enforcement review—non-violation footage can be automatically erased within seconds.
- **Strict Data Security & Control** – All uploaded video is encrypted, access is restricted to enforcement use only, and every viewer is logged.
- **Designed for Visibility & Community Engagement** – Cameras are placed in plain sight on poles featuring local artwork, ensuring transparency and eliminating any “hidden gotcha” enforcement.



Real Results

Prince George's County was the first county in Maryland to authorize stop sign monitoring, with 5 municipalities in the process of implementing the solution. Initial studies show close to a 70% drop in stop sign running as a result of this technology. Click here for W9 overview: [Town of Morningside Implements Stop Sign Camera Program - WUSA9](#)



Conclusion

We believe technology has advanced sufficiently to support the needs of public safety and we strongly encourage the committee to move forward with this pilot legislation to help the country solve a critical problem.

Thanks,
Dhruv Maheshwari
CEO, Obvio Inc.

The Problem in Montgomery County

Stats Found

- 32000 total incidents reported in dataset
- 1733 of these total incidents involved pedestrians (5.5%)
- 9535 total four way intersections incidents
- 30% of accidents in Montgomery occurred at four-way intersections (reported)
- 6% of accidents in four-way intersections involved a pedestrian or bicyclist
- 14% of pedestrian or bicycle related accidents led to major injury or a fatality (730 / 5209)
- When isolating fatal and severe crash data, 53.3% (1808 / 3390) of these crashes involved pedestrians or bicyclists
- Total crashes according to map: 98,119
- Pedestrian / bicycle involved: 5,209 (5.3%)
- 2023 specific data:  Collision Data-4 2023 data
 - 3,544 / 10,738 crashes occurred at four-way intersections (33%)
 - 635 / 10,738 crashes involved pedestrians or bicyclists (5.9%)
 - 244 / 3,544 four-way intersection crashes involved pedestrians / bicyclists (6.9%)
 - **According to this data, we can say that pedestrians / bicyclists are 17% more likely to be hit by a car at a four-way intersection**
 - **We can also say that Montgomery county witnessed 19% more pedestrian / bicyclist incidents at four-way intersections in 2023 than 2022. This shows us the problem has no intention of slowing down.**
- 2022 specific data:  Collision Data 2022
 - 3,272 / 9,997 crashes occurred at four-way intersections (32.7%)
 - 585 / 9,997 crashes involved pedestrians or bicyclists (5.85%)
 - 190 / 3,272 four-way intersection crashes involved pedestrians / bicyclists (5.8%)

SafeRoadsMD - HB1032 Rec Favorable.pdf

Uploaded by: John Seng

Position: FAV



SafeRoadsMD

HB1032

Baltimore City and Montgomery County –
Stop Sign Monitoring Systems – Authorization

PLEASE SUPPORT

MARYLAND COALITION FOR ROADWAY SAFETY, INC. URGES MARYLAND SENATE JPR SUPPORT FOR HB1032

March 21, 2025

TO:

Honorable Senator William C. Smith, Jr., Chair
Honorable Senator Jeff Waldstreicher, Vice Chair
Judicial Proceedings Committee
2 East, Miller Senate Office Building
Annapolis, Maryland 21401

FROM:

John J. Seng, Chair
SafeRoadsMD - *Maryland Coalition for Roadway Safety, Inc.*
JSeng@SafeRoadsMD.org (202) 468-7682
SafeRoadsMD.org

Dear Chair Smith, Vice Chair Waldstreicher and members of the JPR Committee:

SafeRoadsMD, a five-year old statewide non-profit advocacy organization, strongly supports the enactment of HB1032, the “Baltimore City and Montgomery County – Stop Sign Monitoring Systems – Authorization” bill.

We respectfully request that the Senate Judicial Proceedings Committee submit a favorable response to this bill to combat not only persistent, but increasing episodes of stop sign-running by drivers.

Maryland Lawmakers Can Continue to Build a Maryland Road Safety Legacy!

HB1032 would enable the use of stop sign monitoring systems in school zones throughout Montgomery County. This legislation offers a vital tool for protecting the lives of our most vulnerable road users—children walking to and from school—by enforcing existing traffic laws using modern, proven technology.



The need for this legislation is made clear by the testimony of experienced law enforcement professionals such as Chief Dan Franklin of Morningside, in Prince George’s County. Chief Franklin recently shared that stop sign and speed limit violations rank among the most frequent and dangerous infractions observed in school zones, which are often located near dense pedestrian traffic. In Morningside, the presence of two schools within a quarter mile of the police station makes traffic control a daily challenge—especially with limited law enforcement resources.

Maryland Coalition for Roadway Safety, Inc.
2127 Regina Terrace, Clarksburg, Maryland 20871

With national law enforcement recruitment and retention in crisis, and jurisdictions across Maryland struggling to staff their departments, Chief Franklin and others emphasize that *technology is no longer just an enhancement—it's a necessity*. The stop sign monitoring systems permitted under similar legislation in Prince George's County have already demonstrated measurable impact. In just two months since implementation, Chief Franklin reports a **49% reduction in stop sign violations**, a result that would be nearly impossible to match even with a full force of officers.

Importantly, this legislation does not change existing traffic laws—it simply provides a mechanism to **enforce** them more effectively. Moreover, the systems require a sworn law enforcement officer to review each violation before a citation is issued, ensuring both accountability and fairness. This technology is not meant to replace officers, but to supplement them where they cannot be present—especially in high-risk school zones where safety cannot be compromised.

Concerns about privacy and overreach are understandable, but as Chief Franklin explains, the legal standard—affirmed by courts at every level—is clear: there can be no expectation of privacy when driving on public roadways for conduct - illegal or not - visible to any passersby. In any event, the [Obvio stop sign camera technology](#) is designed with privacy in mind, capturing and storing only the data necessary to document violations.

Perhaps most importantly, HB1032 answers the public's call for action. Residents regularly contact their local police departments with complaints about speeding and reckless driving. In Chief Franklin's words, "People drive like crazy around here." This bill will provide Montgomery County authorities the power to act swiftly and safely before complaints become tragedy.

In a time when roadway deaths in Maryland continue to claim more than 550 lives a year, this bill provides a common-sense, targeted solution that will protect school children, promotes driver accountability, and strengthens our communities. We respectfully ask that you support HB1032 and pave the way for Maryland to begin leading the nation in creating safer roads through innovation and responsibility.

Thank you for your consideration and your service to the people of Maryland.

You Can Do It!

We thank you both and the Maryland Senate JPR for your review of our position, and urge you to submit a favorable recommendation and support for HB1032.

Sincerely,

A handwritten signature in black ink, appearing to read "John J. Seng". The signature is fluid and cursive, with the first name "John" and last name "Seng" clearly distinguishable.

John J. Seng
Chair

cc: SafeRoadsMD *Coalition* Board of Directors; Seth Grimes, WABA

Senate Testimony.HB1032_Delegate Lorig Charkoudian

Uploaded by: Lorig Charkoudian

Position: FAV



THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

HB 1032 - MONTGOMERY COUNTY - STOP SIGN MONITORING SYSTEMS
- AUTHORIZATION MC 4-25

TESTIMONY OF DELEGATE LORIG CHARKOUDIAN
MARCH 25TH, 2025

Chair Smith, Vice Chair Waldstreicher, and Members of the Judicial Proceedings Committee,

Unsignalized intersections are the most common type of intersection in the United States- and Maryland. Nationally, over 6,500 fatalities, almost 1,000 pedestrian fatalities, and nearly 200 bicyclist fatalities occur at unsignalized intersections each year.¹ Even more injury crashes occur at these intersections. In order to make roads safer for all users- preeminently pedestrians and bicyclists- and move closer to Maryland's Vision Zero goal, we must make these intersections safer.

This bill authorizes Montgomery County and Baltimore City to install stop sign monitoring systems in school zones, if passed by the local jurisdiction. The bill outlines the process based on the established pilot program in Prince George's County including the below qualifications:

- requiring notice of the new camera on the agency's website before use,
- requiring clearly visible signs to notify drivers of the presence of the cameras, and
- creating due process for stop sign violations

By authorizing a program like this in school zone areas, we are increasing safety for vulnerable pedestrians and learning more about the benefits of stop sign cameras which could lead to their implementation in other areas.

Therefore, I respectfully request a favorable report on HB1032.

¹ *About Intersection Safety*. U.S. Department of Transportation- Federal Highway Administration.
<https://safety.fhwa.dot.gov/intersection/about/>

HB1032 - Senate_FAV_City of Rockville_Baltimore Ci

Uploaded by: Marissa Valeri

Position: FAV



Testimony of the Mayor and Council of Rockville
HB 1032 – Baltimore City and Montgomery County – Stop Sign Monitoring
Systems – Authorization MC 4-25
SUPPORT

Good afternoon, Chair Smith and members of the Senate Judicial Proceedings Committee. I am Rockville City Councilmember Marissa Valeri. On behalf of the Mayor and Council, I want to thank the Montgomery County Delegation for sponsoring this important legislation.

The Mayor and Council unanimously support this legislation. HB 1032 authorizes the placement of stop sign monitoring systems in school zones in Montgomery County. It is modeled after HB 364 enacted in 2024, which provided similar authority in Prince George's County. HB 1032 aligns with Rockville's Vision Zero priority. We believe it is a much-needed tool to help our children travel safely to and from school.

In Rockville, we have multiple schools within our borders, including fifteen operated by Montgomery County Public Schools. One of the City's top traffic related concerns received by the City Police are for stop sign violations. In fact, concerns about stop sign violations have been included on the City Police list for directed patrol for 247 weeks – almost five years! Since January of 2020, the Rockville City Police have issued 383 traffic citations and 4,143 warnings for stop sign violations. Further, in the past three years, there were 17 crash reports where one or more of the contributing factors was failing to stop at a stop sign. Due to the extremely high volume of requests, it is very difficult for our officers to conduct enforcement when they are handling calls for service. We believe the use of this technology would be a police force multiplier and incentivize changed driver behavior similar to what we experienced with speed and red-light enforcement systems.

HB 1032 is a major step forward that would provide added protection for our children and school communities. By allowing the use of stop sign monitoring systems in school zones in the areas of highest concern, we have a tremendous opportunity to reduce crashes, save lives, and change driver behavior. Keeping our children safe from drivers that are increasingly distracted and do not follow stop sign laws is essential. For these reasons, we urge the Committee to provide HB 1032 with a favorable report.

HB 1032 - MoCo_Morningstar_FAV (GA 25) (Senate).pd

Uploaded by: Sara Morningstar

Position: FAV



Montgomery County

Office of Intergovernmental Relations

ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

HB 1032

DATE: March 25, 2025

SPONSOR: Montgomery County Delegation and Delegate Young

ASSIGNED TO: Judicial Proceedings

CONTACT PERSON: Sara Morningstar (Sara.Morningstar@montgomerycountymd.gov)

POSITION: SUPPORT

Baltimore City and Montgomery County – Stop Sign Monitoring Systems – Authorization MC 4-25

House Bill 1032 authorizes the use of stop sign monitoring systems technology in school zones in Montgomery County and Baltimore City. The bill aligns the expanded authority to that which was approved by the General Assembly for Prince George's County in 2024. If authorized under local law in Montgomery County, the monitoring systems will be deployed in the County, and drivers who fail to obey a stop sign by not coming to a complete stop will be subject to a \$40 citation. Similar to other automated traffic enforcement citations, the violation would be a civil penalty which could be contested in court.

Montgomery County supports House Bill 1032. Student safety and overall community safety will be improved with stop sign cameras on roads around schools. The County urges the Committee to adopt a favorable report on House Bill 1032.

2025-HB1032-Stop Sign Monitoring Systems v2-FAV.pd

Uploaded by: Seth Grimes

Position: FAV



HB 1032 – Baltimore City and Montgomery County – Stop Sign Monitoring Systems – Authorization MC 4-25 – FAVORABLE

March 25, 2025

Chair Smith and Members of the Judicial Proceedings Committee,

The Washington Area Bicyclist Association (WABA) is a regional organization that envisions a just and sustainable transportation system where walking, biking, and transit are the best ways to get around. WABA supports HB 1032.

We know the terrible toll that reckless and negligent driving has taken on Maryland residents and visitors. HB 1032 originated as a Montgomery County local bill. The county's most recently released Vision Zero Annual Report showed a 17% increase in roadway fatalities in 2023 compared to pre-COVID years and a continued upward trend in serious and fatal crashes following a 2020 COVID dip. In 2024, Montgomery County experienced 47 road fatalities including 16 pedestrians. This road carnage must end.

It is especially tragic when a child is killed or seriously injured in a motor vehicle collision. Just over a year ago, on November 20, 2023, 5-year-old Sky Sosa and 10-year-old Shalom Mbah were hit and killed by the driver of a motor vehicle near their elementary school in Riverdale Park in Prince George's County. This incident spurred the 2024 enactment of state legislation enabling the placement of stop-sign monitoring cameras near schools in Prince George's County.

HB 1032 is enabling legislation that would extend the authority granted in 2024 to Prince George's County, to locate stop-sign enforcement cameras near schools, to Montgomery County and Baltimore City.

We note that automated enforcement is far more equitable – and inexpensive and scalable – than in-person police enforcement, with no potential for dangerous escalation of traffic stops or discrimination against Black and Brown drivers.

We urge a favorable report on HB 1032, to promote safe streets, Vision Zero, and equitable enforcement.

Thank you for the opportunity to testify on this legislation.

advocacy@waba.org

HB1032_ Baltimore City and Montgomery County - Sto

Uploaded by: Steve Ashurst

Position: FAV

March 21, 2025

HB1032: Baltimore City and Montgomery County - Stop Sign Monitoring Systems -
Authorization MC 4-25

Chair Smith and members of the Judicial Proceedings Committee,

I support HB1032, allowing the use of a stop sign monitoring system in school zones of Montgomery County and Baltimore City under the authorized Prince George's County pilot program.

Drivers are supposed to stop their vehicles at all stop signs, regardless of the location. Unfortunately compliance is very low anywhere you take a sampling and has been statistically shown that 50% of drivers do not stop at stop signs when no pedestrians are present, while still 30% never stopped even while child pedestrians were present¹.

Compliance is necessary to keep vulnerable road users, including children walking to and from schools, safe. We need automated systems around the county to change behavior, policing is not enough. The county will clearly notify road users of the new system and many drivers, upon understanding the changes, will choose to be compliant more often at all stop signs, including those outside the limited school zone area. The more we can change habits for the better, the more likely vulnerable road users, adults and children alike, will be able to safely use pedestrian facilities as they were designed.

I urge a favorable report from the committee so that it can be brought to the floor for a vote.

Sincerely,

Steve Ashurst
14401 Hollyhock Way
Burtonsville, MD 20866
steve.a.md3@gmail.com
330-474-3147

¹ Page 3: https://trforum.org/wp-content/uploads/2017/04/2012v51n3_07_StopControlledIntersections.pdf

Takoma Park 2025 - HB 1032 FAV - Stop Sign Monitor

Uploaded by: Talisha Searcy

Position: FAV



CITY TAKOMA OF PARK MARYLAND

**Support House Bill 1032 - Montgomery County - Stop Sign Monitoring Systems -
Authorization
Senate Judicial Proceedings Committee
March 25, 2025**

The City of Takoma Park supports and urges favorable consideration of House Bill 1032, which would enable Montgomery County municipalities to protect school zones by authorizing localities to enact legislation, after notice and hearing, allowing the use of stop sign monitoring cameras on local streets and state highways that are in school zones.

This legislation would be especially useful for our city where many people walk to school and participate in our active Safe Routes to School program. Takoma Park has several busy State highways and local main streets that are routes to school for pedestrians and cyclists. We also have bus routes that drop off students at or near busy intersections with stop signs.

We experience a dangerous level of non-compliance in some intersections near our schools. Crossing guards, parents, as well as students and pedestrians would benefit from having in place an automated system that covers key intersections continuously. In-person police enforcement cannot do that.

Takoma Park supports the use of camera monitoring systems because they provide an unbiased enforcement mechanism. Moreover, we have found that the camera monitoring systems (and the citations issued to violators captured via these cameras) to be a highly effective deterrent to speeding and other traffic violations. Thus, we would welcome the opportunity to implement an analogous system for stop signs in school zones including college campuses where high school students are enrolled.

We are prepared to adopt appropriate local authorizing legislation that adheres to all the posting and notification requirements spelled out in HB 1032. We also appreciate the support of the Montgomery County legislative delegation in making it possible for municipalities to determine whether stop sign monitoring systems are necessary and appropriate for their communities.

The City of Takoma Park supports HB 1032 and urges a favorable committee vote.

HB1032 - SHA- LOI - Baltimore City and Montgomery

Uploaded by: Patricia Westervelt

Position: INFO

March 25, 2025

The Honorable William C. Smith, Jr.
Chair, Judicial Proceedings Committee
2 East Miller Seante Office Building
Annapolis, MD 21401

RE: Letter of Information – HB 1032 – Baltimore City and Montgomery County – Stop Sign Monitoring Systems – Authorization (MC 4-25)

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on HB 1032 and offers the following information for the Committee's consideration.

HB 1032, as amended, adds Baltimore City and Montgomery County to the Prince George's County pilot program, which authorizes use of stop sign monitoring systems in school zones. The monitoring systems would capture violations of § 21-707 of the Transportation Article on (1) highways maintained by a local jurisdiction, if authorized by the governing body of the local jurisdiction, and (2) State highways, if authorized by the State Highway Administration (SHA). The bill provides for the operation of the stop sign monitoring systems and enforcement of violations through these systems.

As mentioned in MDOT's letter for House Bill 1226, a similar bill applicable only to Baltimore City, SHA notes that there are no State-maintained roads in Baltimore City.¹ As such, the provisions of this bill, when applied to Baltimore City, will not require action by SHA or the State unless the system is affixed to or impacts other State infrastructure.

Similar to the process in place for currently authorized traffic control device monitoring systems, SHA would need to review plans and technical documents from a subject county for these requests, issue permits, and fabricate and install signs notifying drivers that traffic control device monitoring systems are in use on State highways. SHA does not have adequate State resources to manage these additional traffic control device permit requests and signage requirements. SHA would be required to take steps to recover costs from the subject county or agency for any system it approves.

Further, SHA is not currently required to install signage for other approved and permitted traffic control devices installed along State highways and operated by the County. SHA respectfully

¹ Local roads, interstates and numbered routes in Baltimore City are maintained and plowed by the Baltimore City Department of Transportation. The exception is the toll facilities on I-95, I-395 and I-895 that are maintained by the Maryland Transportation Authority. While SHA maintains I-83 north of the I-695 Beltway and for 0.5 miles south of it, responsibility for I-83 transitions to Baltimore City at the City limits.

The Honorable William C. Smith Jr.
Page Two

requests an amendment that removes the language requiring SHA to place signs for a stop sign monitoring system and make any required signage an agency or county responsibility as part of the larger system installation and with SHA approval. If this language is not amended, then funds from the citations must be used to cover SHA costs for the signage.

Finally, the amended bill does not address where funds, after paying for the cost to implement and administer the program, will be directed. SHA supports the goal of directing any excess funds collected on State highways to SHA for public safety needs on roads where the violations occurred.

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating HB 1032.

Respectfully submitted,

April King
Acting Director
Office of Government Affairs
Maryland State Highway Administration
410-210-5780

Matthew Mickler
Director
Office of Government Affairs
Maryland Department of Transportation
410-865-1090