



## SafeRoadsMD

February 17, 2026

TO:

Honorable Delegate Marc Korman, Chair  
Honorable Delegate Michele Guyton, Vice Chair  
House Environment and Transportation Committee  
Maryland General Assembly  
250 & 251 Taylor House Office Building  
Annapolis, Maryland 21401

FROM:

John Seng, Chair  
SafeRoadsMD - Maryland Coalition for Roadway Safety, Inc.  
(202) 468-7682, [JSeng@SafeRoadsMD.org](mailto:JSeng@SafeRoadsMD.org), [SafeRoadsMD.org](http://SafeRoadsMD.org)

**Re: Please Support HB 601 – *Montgomery County Stop Sign Monitoring Systems Pilot Program (Gaithersburg & Rockville)***

Dear Chair Korman, Vice Chair Guyton and members of the Maryland House Environment and Transportation Committee:

I am writing to respectfully urge you to provide a **favorable report for HB 601**, the bill authorizing the Cities of Gaithersburg and Rockville to participate in a three-year pilot program using **stop-sign monitoring systems in school zones**. This legislation is purposefully focused, locally controlled, and modeled on the existing pilots that the State has already approved for Prince George's County, certain areas of Baltimore City, and the City of Takoma Park.

As you know, stop-sign compliance is one of the most basic expectations in roadway safety, especially where children cross on their way to and from school. Yet **local officials, school staff, and crossing-guard teams consistently report dangerous levels of noncompliance—drivers rolling through stop signs, failing to come to a complete stop, or accelerating through intersections when children are present**. These hazardous behaviors put young pedestrians at acute risk. HB 601 gives Gaithersburg and Rockville a limited, carefully structured tool to address this specific safety problem where it matters most: **school-zone stop signs**.

Montgomery County's own data underscore the scope of the risk. The Montgomery County Department of Transportation reports that between **2010 and 2014 there were 300 pedestrian collisions within one-half mile of the County's 26 high schools**, and **78 of those collisions involved youth ages 13–18**—the very students most likely to walk independently to class ([Montgomery County](#)). More recently, the County's "Safe Routes to School" crash reviews show that **between January 1, 2024 and June 30, 2025 there were 968 non-motorist crashes countywide, and 77 of these were school-trip related crashes** occurring in school zones, walksheds, or at school bus stops; of those 77 school-trip crashes, **58 involved pedestrians and 14 involved bicyclists** ([Montgomery County](#)).

**Maryland Coalition for Roadway Safety, Inc.**  
2127 Regina Terrace, Clarksburg, MD 20871 (202) 468-7682

Within that same set of school-trip crashes, **22 out of 86 non-motorists struck (26%) were ages 15 or 16**, highlighting how disproportionately our high school students are affected when walking or biking near school ([Montgomery County](#)). These are not abstract numbers—they represent real students and families in Gaithersburg, Rockville, and communities across Montgomery County.

HB 601 allows—but does not require—the two cities to adopt stop-sign cameras only after passing a local law and holding a public hearing, ensuring community input and transparency. Cameras may be used on local roads in school zones with local approval, and on State highways in school zones if the State Highway Administration authorizes their placement.

If a camera records a vehicle failing to come to a full stop—as required by §21-707 of the Transportation Article—the system may issue a civil citation of up to \$40. Importantly, these citations are not moving violations, carry no driver’s license points, and cannot be used by insurers to raise premiums. Drivers receive a mailed citation that includes the date, time, location, and a photograph of the violation, and they retain full due-process rights.

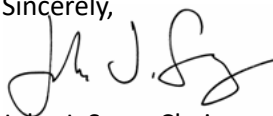
The bill contains strong consumer protections. **Contractors who operate or process citation systems may not be paid per ticket**, preventing any financial incentive for excessive enforcement. Clear signage must be posted so drivers know where stop-sign cameras are in use, and Gaithersburg or Rockville must publicly announce the start of any deployment. These safeguards align with Maryland’s long-standing practices for red-light, speed, school-bus, and work-zone cameras, which have proven effective in improving compliance and reducing crashes.

Just as importantly, this bill requires accountability. By **December 1, 2028**, each city must report to the Governor and General Assembly on how long the systems were used, the number of warnings and citations issued, costs and revenue, recommended locations, system performance, and—most critically—their effect on reducing stop-sign violations, crashes, and pedestrian injuries. This ensures that legislators and the public receive a clear, data-driven assessment before any future decisions are made. Additionally, the bill includes a **firm sunset date of June 30, 2029**, automatically ending the authority unless the General Assembly chooses to extend it.

HB 601 is a measured, responsible, and community-centered proposal that supports safer school-zone crossings for thousands of children in Gaithersburg and Rockville. It empowers—not mandates—local governments to test a proven enforcement tool under close supervision, strong public safeguards, and an independent evaluation. Given the documented pattern of student-involved crashes near schools and along school routes in Montgomery County, this pilot is a prudent, evidence-based step to reduce clearly preventable risks.

I respectfully urge you to submit a **favorable report** on HB 601. Thank you for your continued commitment to protecting children, families, and all road users in Montgomery County.

Sincerely,



John J. Seng, Chair

[Maryland Coalition for Roadway Safety, Inc.](#)

cc: SafeRoadsMD Board of Directors



[Prince George’s County Stop Sign Program Spurs Legislative Action In Montgomery County](#), *Baynet*