

GGWash Comments on HB 601.pdf

Uploaded by: Dan Reed

Position: FAV



Chair Marc Korman
and Members, Environment and Transportation Committee
House Office Building
6 Bladen Street
Annapolis, Maryland 21401

February 19, 2026

House Bill 601 – Stop Sign Monitoring Systems Pilot Program – Favorable

Dear Chair Korman and Members of the Environment and Transportation Committee:

My name is Dan Reed and I serve as the Maryland Policy Director for [Greater Greater Washington](#), a nonprofit that works to advance racial, economic, and environmental justice in land use, transportation, and housing throughout Greater Washington. GGWash supports HB 601, which would add the cities of Gaithersburg and Rockville to the state’s existing stop sign camera pilot program.


These bills are personal to me: on May 7, 2025, my dog and I were crossing Thayer Avenue in Silver Spring, one block from our house and behind an elementary school. We were in a legal, unmarked crosswalk when a driver ran a stop sign and hit both of us. The driver showed no remorse: he stepped out of the car and immediately said “Your dog is fine.”

The driver, who lives on the block where he hit us, has a record of traffic violations across Maryland and Virginia. While his insurance found him at fault and settled with me, he will face no real consequence for his actions. The Montgomery County Police Department failed to send an officer to the scene and refused to file a police report due to lack of proof.

This is why automated traffic enforcement matters. Michael Paylor, division chief at the Montgomery County Department of Transportation, was recently quoted in Bethesda Today saying that many drivers in the county are “desensitized” to stop signs and “disrespect” them.¹ This is why MCDOT has repeatedly rejected my neighborhood’s requests to install all-way stop signs at the intersection where the driver hit me and my dog, or at another nearby intersection where a driver hit an 11-year-old boy in a crosswalk earlier this year.

Instead of refusing to install basic safety infrastructure, we should hold drivers accountable for obeying the law. In just two months after Prince George’s County began its stop sign camera

¹ <https://bethesdamagazine.com/2025/11/19/east-silver-spring-demand-pedestrian-safety-improvements/>

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pilot, the town of Colmar Manor found a 38% decrease in stop sign violations, while the town of Morningside saw violations fall by half².

When that driver ran into me and my dog, I incurred over \$1,700 in doctor and vet fees. My dog has scars that will never heal. That's to say nothing of the anguish of reliving that moment every day when we cross that street. I don't want anyone else to experience what we did that day—or worse. For that reason, we ask the committee for a favorable report.

Sincerely,

Dan Reed
Maryland Policy Director
Greater Greater Washington

HB 601 - Spiegel - Favorable.pdf

Uploaded by: Jayson Spiegel

Position: FAV

JAYSON L. SPIEGEL
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(301) 525-1418

February 19, 2026

Honorable Marc Korman
House Environment and Transportation Committee
250 Taylor House Office Building
Annapolis, MD 21401

Re: Request for Favorable Report HB0601, Montgomery County - Stop Sign Monitoring Systems Pilot Program - Gaithersburg and Rockville MC 5-26

Dear Chair Korman and Members of the Environment and Transportation Committee:

I urge the Committee to issue a favorable report on HB0333. I am providing this testimony in my personal capacity as a Gaithersburg resident. Although I am a member of the Gaithersburg City Transportation Committee, the opinions expressed herein do not reflect the opinions of other Central members; they are mine alone.

This local bill passed the Montgomery County House Delegation. The bill would provide Rockville and Gaithersburg with the option to deploy stop sign cameras in school zones. Automated enforcement tools will enable those cities to mitigate risky driving behavior, reduce crashes, and protect students as they travel between school and home.

Traffic fatalities in Maryland dropped by 18% (from 582 to 480), the lowest number in a decade, after years of increasing traffic deaths. Although that is great news, more needs to be done to reach the goal of no traffic deaths or serious injuries by 2030. HB033 is a commonsense bill that authorizes Rockville and Gaithersburg to use automated stop sign cameras in school zones to reduce student pedestrian accidents.

I want to thank the Montgomery County Delegation for their leadership on this issue and urge the Committee to favorably report HB0601.



Jayson L. Spiegel
Gaithersburg, Maryland

SafeRoadsMD Supports HB 601.pdf

Uploaded by: John Seng

Position: FAV



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, 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.

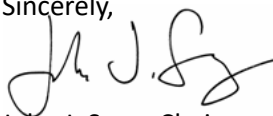
The bill contains strong consumer protections. **Contractors who operate or process citation systems may not be paid per ticket**, preventing any financial incentive for excessive enforcement. Clear signage must be posted so drivers know where stop-sign cameras are in use, and Gaithersburg or Rockville 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*

Delegate Palakovich Carr Testimony HB 601 - Stop S

Uploaded by: Julie Palakovich Carr

Position: FAV

JULIE PALAKOVICH CARR
Legislative District 17
Montgomery County

DEPUTY MAJORITY WHIP

Ways and Means Committee

Chair, Early Childhood Subcommittee

Chair, Montgomery County
House Delegation



The Maryland House of Delegates
6 Bladen Street, Room 202
Annapolis, Maryland 21401
410-841-3037
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Julie.PalakovichCarr@house.state.md.us

THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

**Testimony in Support of HB 601
Montgomery County – Stop Sign Monitoring Systems Pilot Program –
Gaithersburg and Rockville**

This local bill would enable the City of Gaithersburg and the City of Rockville to use stop sign monitoring systems in school zones. This bill gives each of these municipalities the ability to participate in the existing pilot program that was enacted for Prince George's County in 2024 and was expanded to include Takoma Park and Baltimore City in 2025.¹

School zones contain some of our most vulnerable pedestrians. In Montgomery County, 38% of elementary school students, 25% of middle school students, and 29% of high school students live in their school's walk zone.²

Intersections with a stop sign are significantly more likely than other types of intersections to be the site of a fatal crash, based on nationwide data.³ In Gaithersburg, 20% of crashes involving a non-motorist occur at an intersection with a stop sign.⁴ In 2024 in Rockville, there were 15 crashes within school zones at intersections with a stop sign.⁵ And these statistics don't include the countless near misses that pedestrians face.

Notably, the state-authorized pilot program has many protections built in. Local jurisdictions must authorize the use of stop sign monitoring systems by local law and only after providing reasonable notice and holding a public hearing. Before deployment, notice of each new camera must be posted on the local government's website and signage installed near the intersection. Violations are limited to no more than \$40 and can be appealed by the driver. By comparison, a moving violation issued by a police officer for failure to stop at a stop sign is more than double that amount, with the additional consequence of one point on your license. Additionally, local governments

¹ Prince George's: [HB 364 \(2024\)](#), Baltimore City and Takoma Park: [HB 1226 \(2025\)](#)

² Montgomery County Public Schools, March 2020

³ [U.S. Department of Transportation Federal Highway Administration: Intersection Safety Case Study](#)

⁴ [Gaithersburg Local Road Safety Plan 2024 Study Report](#)

⁵ Data provided by the City of Rockville

must also report to the state on the implementation and effectiveness of stop sign monitoring systems.

Both the City of Rockville and the City of Gaithersburg have committed to improving roadway safety. The City of Rockville adopted a Vision Zero plan, which includes increasing enforcement activities and exploring the expansion of automated enforcement.⁶ The City of Gaithersburg initiated a Local Road Safety Plan to assist in analyzing and prioritizing road safety improvements, which identified intersections, pedestrians, and bicyclists as key emphasis areas.⁷

HB 601 would allow Rockville and Gaithersburg to join the existing stop sign camera pilot program. Both municipalities are in support of this bill. By utilizing automated enforcement, these cities can mitigate risky driving behavior, reduce crashes, and protect students as they travel between school and home.

This local bill passed the Montgomery County House Delegation unanimously.

⁶ [Rockville's Vision Zero Action Plan](#)

⁷ [Gaithersburg Local Road Safety Plan 2024 Study Report](#), see page 28

HB0601_FAV_City of Rockville_Montgomery County - S

Uploaded by: Marissa Valeri

Position: FAV



Testimony of the Mayor and Council of Rockville
HB 601 – Montgomery County – Stop Sign Monitoring Systems Pilot
Program – Gaithersburg and Rockville MC 5-26
SUPPORT

Good afternoon, Chair Korman and members of the House Environment and Transportation Committee. I am Rockville City Councilmember Marissa Valeri and I thank you for the opportunity to share the City of Rockville's strong support for HB 601. The Mayor and Council thank Delegate Palakovich Carr, Delegate Spiegel, and Delegate Vogel for sponsoring this important legislation.

The Mayor and Council unanimously support this legislation. HB 601 authorizes the placement of stop sign monitoring systems in school zones in Gaithersburg and Rockville under the pilot program authorized for Prince George's County, certain school zones in Baltimore City, and the City of Takoma Park. HB 601 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 Rockville City Police (RCPD) is stop sign violations. Since January 2020, the City Police have directed patrols for stop sign violations. During this time, the RCPD have issued 470 traffic citations and 4,695 warnings for stop sign violations. Further, the RCPD has handled 23 crash reports in which one or more of the contributing factors was failing to stop at a stop sign. Stop sign enforcement has been and remains an ongoing assignment for on-duty patrol officers. 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 601 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, we have a tremendous opportunity to reduce crashes, save lives, and change driver behavior. Keeping our children safe from drivers who are increasingly distracted and do not follow stop sign laws is essential. For these reasons, we urge the Committee to provide HB 601 with a favorable report.

BikeMarylandetal-FAV-HB 601 - Stop Sign Monitoring

Uploaded by: Peter Gray

Position: FAV



HB 601 – Montgomery County - Stop Sign Monitoring Systems Pilot Program - Gaithersburg and Rockville MC 5-26

**House Environment & Transportation
Committee**

February 19, 2026

Position: Favorable

Greetings Chair Korman and Members of the Committee

Car crashes kill far too many people in Montgomery County and in the cities of Gaithersburg and Rockville. Even greater numbers of people experience serious, life-altering injuries. These deaths and serious injuries are preventable. We need improved, safer road design. However, a safe transportation system also relies on compliance with traffic control devices. Enforcement of traffic control devices, therefore, plays an important role in increasing safety. Local governments in Montgomery County desperately need access to more tools to keep the public safe on our streets. By authorizing automated enforcement of traffic control devices, HB 601 provides local government access to additional tools to increase safety, save lives, and spare people and their families from experiencing the impacts of life-altering injuries. Again, our county badly needs more tools to develop and operate a safe transportation system. The Maryland General Assembly can help by authorizing local governments to use automated enforcement to enforce compliance with traffic control devices. I strongly support HB 601 and urge the committee to report favorable on the bill.

Bike Maryland and the coalition below urge a favorable HB601 committee report and House floor vote.

Bicycle Advocates for Annapolis & Anne Arundel County (BikeAAA)

Bike Maryland

Maryland Eastern Shore Trail Network

Washington Area Bicyclist Association (WABA)

Favorable HB0601 Stop Sign Monitoring.pdf

Uploaded by: Ronza Othman

Position: FAV



Live the life you want.

From: Ronza Othman, President
National Federation of the Blind of Maryland
15 Charles Plaza, #3002
Baltimore, MD 21201 president@nfbmd.org

To: House Environment and Transportation Committee

The members of the National Federation of the Blind of Maryland urge the House Environment and Transportation Committee to give a favorable report to HB0601 - Montgomery County - Stop Sign Monitoring Systems Pilot Program - Gaithersburg and Rockville MC 5-26.

Stop signs are not in and of themselves sufficient to prevent traffic accidents. In fact, the Federal Highway Administration reports that 33 percent of traffic accidents occur at stop signs, and more than 40 percent of fatal accidents occur at stop signs. This data clearly highlights the need for monitoring systems. Even the presence of monitoring systems does not deter drivers from violating the rules of the road, with some cameras reporting thousands of violations per day.

Drivers' behavior is extremely unpredictable, and creates hazards and safety issues for pedestrians. Some drivers believe rolling stops are safe, but they are also considered traffic violations and can be among the most dangerous if someone crossing the street cannot anticipate when or if the vehicle will stop. Some drivers may come to a stop, but not before partially-obstructing the crosswalk, which is also dangerous and a traffic violation. Some drivers stop in the crosswalk, believing the existence of stopping justifies what is clearly a traffic violation.

Many of our blind and low vision members complain about how unsafe the roads are due to drivers' behavior. Blind people must use sound and alternative techniques to travel, which can be incredibly difficult if we don't know what to expect from drivers. Many of our members have reported drivers yelling at them to cross, which is dangerous if someone is trying to concentrate. Some drivers run over our members' white canes, scare their guide dogs, or otherwise disrupt concentration and safety. While monitoring systems will not stop this behavior, they will at least create records of it for negative reinforcement.

Moreover, individuals who receive citations for such violations are unlikely to repeat this behavior.

For those reasons, we ask for a favorable report on HB0601. For questions, please contact me at President@nfbmd.org or at 443-426-4110.

National Federation of the Blind of Maryland

Ronza Othman, *President NFBMD* | 15 Charles Plaza, #3002, Baltimore, MD 21201 | 443-426-4110 | www.nfbmd.org

HB 601 - MoCo_Morningstar-FAV (GA 26).pdf

Uploaded by: Sara Morningstar

Position: FAV



Montgomery County

Office of Intergovernmental Relations

ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

HB 601

DATE: February 19, 2026

SPONSOR: Montgomery County Delegation

ASSIGNED TO: Environment and Transportation

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

COUNTY POSITION: Support

Montgomery County – Stop Sign Monitoring Systems Pilot Program – Gaithersburg and Rockville MC 5-26

House Bill 601 authorizes the use of stop sign monitoring systems technology in the Gaithersburg and Rockville under a pilot program that was first authorized for Prince George's County in 2024 and then expanded in 2025 to certain school zones in Baltimore City, and the City of Takoma Park. The bill does not apply to roads owned and operated by the Montgomery County Department of Transportation. Montgomery County supports the bill.

The bill would require Gaithersburg and Rockville to comply with mandatory reporting requirements (e.g., time periods during which the monitoring systems were in use, number of issued warnings and citations, costs associated with implementing the new system, etc.) to the Governor on or before December 1, 2028. Montgomery County supported a similar bill in the 2025 General Assembly session authorizing the use of this technology in school zones across the entire County. While that wider effort did not advance, supporting an expanded pilot of this technology to other populated areas of the County will further pedestrian safety for our residents.

Montgomery County would urge the Committee to adopt a favorable report on House Bill 601.

Takoma Park 2026 - HB 601 FAV - Stop Sign Monitori

Uploaded by: Talisha Searcy

Position: FAV



CITY TAKOMA OF PARK MARYLAND

Support House Bill 601 - Montgomery County - Stop Sign Monitoring Systems Pilot Program - Gaithersburg and Rockville MC 5-26

House Environment and Transportation Committee

February 19, 2026

The City of Takoma Park supports and urges favorable consideration of House Bill 601, which would enable the municipalities of Gaithersburg and Rockville 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.

We thank the General Assembly for passing legislation last year authorizing a pilot in the City of Takoma Park. 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.

Takoma Park's participation in its stop sign camera pilot has proven to be highly valuable for our community. Not only has it directly supported enforcement at critical intersections, but it has also sparked a citywide education campaign focusing on the dangers of speeding and the importance of traffic safety. Residents are reporting noticeable changes in driver behavior, with more motorists now coming to complete stops at intersections and driving more cautiously overall. This combination of enforcement and education is contributing to a safer environment for students, cyclists, and all pedestrians throughout our city.

We have observed a troubling amount of stop sign violations not only at intersections near our schools, but also in other areas beyond school zones. It is important to recognize that schools are not the only places youth frequent—many young people travel to libraries, recreation centers, and other community facilities throughout the city. As more data becomes available, and if this pilot program proves as effective as we anticipate, the City of Takoma Park would support expanding its use beyond school zones to enhance safety in our business districts and residential neighborhoods.

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.

The City of Takoma Park supports HB 601 and urges a favorable committee vote.

City Contact: Talisha Searcy, Mayor

talishas@takomaparkmd.gov

HB601 _COG_FAV.pdf

Uploaded by: Therese Hessler

Position: FAV



February 17, 2026

Environment & Transportation Committee

House Bill 601 – Montgomery County - Stop Sign Monitoring Systems Pilot Program - Gaithersburg and Rockville

Position: Support

Dear Members of the Environment and Transportation Committee,

On behalf of the City of Gaithersburg, I write in support of Montgomery County – Stop Sign Monitoring Systems Pilot Program – Gaithersburg and Rockville.

HB 601 would authorize the use of stop sign monitoring systems in school zones within the City of Gaithersburg and the City of Rockville, as part of the existing State pilot program that currently applies in Prince George’s County, certain school zones in Baltimore City, and the City of Takoma Park, if authorized by local law. This legislation gives our community an important tool to address dangerous driver behavior at stop signs near schools and to protect children, families, and other vulnerable road users.

While we continue to invest in engineering, education, and traditional enforcement, there are locations where those strategies alone are not sufficient. Automated stop sign enforcement in clearly marked school zones, as required by state law through appropriate notice and signage, can effectively alter driver behavior, leading to reductions in traffic violations, crashes, and pedestrian injuries.

For Gaithersburg, HB 601 represents a practical, data-driven step toward our broader traffic safety and Vision Zero goals.

For these reasons, the City of Gaithersburg respectfully urges the Delegation to support HB 601. Thank you for your consideration and for your continued partnership.

Respectfully submitted,

Jud Ashman, Mayor
City of Gaithersburg

City of Gaithersburg • 31 South Summit Avenue, Gaithersburg, Maryland 20877-2038
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MAYOR
Jud Ashman

COUNCIL MEMBERS
Neil Harris
Lisa Henderson
Yamil Hernández
Jim McNulty
Robert Wu

CITY MANAGER
Tanisha R. Briley