

SB 877 - Senator Attar's Testimony JPR.pdf

Uploaded by: Dalya Attar

Position: FAV

DALYA ATTAR
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Education, Energy, and the
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Education Subcommittee



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THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

**Senator Attar's Testimony in Support of Senate Bill 877 – Baltimore City – Stop Sign
Monitoring Systems Pilot Program – Mt. Washington Neighborhood**

February 20, 2026

Chair Smith, Vice Chair Waldstreicher & Honorable Members of the Judicial Proceedings Committee,

Thank you for your consideration of Senate Bill 877 – Baltimore City – Stop Sign Monitoring Systems Pilot Program – Mt. Washington Neighborhood.

This bill seeks to address an ongoing safety concern in the Mt. Washington community by extending the existing stop sign monitoring systems pilot program to the Mt. Washington neighborhood in Baltimore City.

Stop sign monitoring systems were first authorized in Prince George's County. Last year, the General Assembly expanded that pilot framework to include the 45th and 46th Legislative Districts in Baltimore City. At that time, this body recognized that stop sign violations in school zones are not minor infractions - they pose real and serious risks to children and pedestrians.

Senate Bill 877 does not create a new program. It simply allows the Mt. Washington neighborhood in the 41st Legislative District to participate under the same structure, the same safeguards, and the same reporting requirements already enacted into law.

The existing pilot requires local authorization by law after public notice and hearing. It mandates clear signage, transparency, and detailed reporting to the Governor and the General Assembly on implementation, costs, revenue, reliability, and, most importantly, whether the systems reduce violations, crashes, and pedestrian injuries. It is also time-limited and subject to sunset.

In Mt. Washington, families have raised consistent concerns about drivers failing to come to complete stops in residential school zones. These are streets where children walk daily, crossing guards are stationed, and families cross intersections on foot. The community is asking for tools to deter dangerous behavior before a preventable tragedy occurs.

For these reasons, I respectfully request a favorable report on Senate Bill 877.

Sincerely,

A handwritten signature in cursive script that reads "Dalya".

Senator Dalya Attar

3-4-2026 Favorable SB0877 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
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To: Senate Judicial Proceedings Committee

The members of the National Federation of the Blind of Maryland urge the Senate Judicial Proceedings Committee to give a favorable report to SB0877 - Baltimore City - Stop Sign Monitoring Systems Pilot Program - Mt. Washington Neighborhood.

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, as it can force pedestrians to steer toward or into the path of traffic to get around the vehicle. Some drivers stop in the crosswalk, believing the fact that they stopped at all 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 endanger safety. While monitoring systems

will not stop this behavior, they will at least create records of it for negative reinforcement. Moreover, drivers who receive citations for such violations are unlikely to repeat this behavior.

For those reasons, we ask for a favorable report on SB0877. For questions, please contact me at President@nfbmd.org or at 443-426-4110.

National Federation of the Blind of Maryland

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