



**AAA Mid-Atlantic's Testimony in OPPOSITION to HB 367  
Vehicle Laws - Stop Sign Monitoring Systems – Authorization**

*Sponsor: Delegate Charkoudian*

- AAA Mid-Atlantic **opposes House Bill 367**, which would authorize “*a local jurisdiction to use a stop sign monitoring system if authorized by local law...*”
- First and foremost, we, at AAA, want every driver to come to a full and complete stop at every stop sign, every time, but for a number of reasons, we cannot support HB 367.
- **Here in Maryland**, the use of automated speed enforcement (ASE) technology became effective in October 2009, authorizing the State Highway Administration (SHA), Maryland Transportation Authority (MdTA) and Maryland State Police (MSP) to use speed cameras in work zones.
- At the same time, Maryland passed a law authorizing local jurisdictions and municipalities to use automated speed enforcement (ASE) systems in school zones.
- AAA Mid-Atlantic was at the table then and was a strong advocate for the technology to save the lives of highway workers, students and drivers in work zones and school zones.
- With that advocacy, the auto club offered recommendations that the technology be fair with a focus on traffic safety and not revenue generation, which has not been the case just down the road in Washington, D.C.
- The use of stop sign cameras is very limited in this country. Washington, D.C. was the first (and only) major city to deploy stop sign cameras in 2013.
- **One such camera in the District, brought in \$1.3 million in tickets in just two years** and has been criticized for issuing automated citations, even when motorists have stopped, according to an investigation and article published by the **Washington Post**.
- We recognize the important role that automated enforcement, coupled with police involvement, can play in traffic safety for motorists, pedestrians, and other road users by improving compliance with red lights, speed limits, and other traffic control devices.
- However, HB 367 goes beyond Maryland's existing law by proposing to determine the citation amount based on the annual household income of the owner or driver of the vehicle, making it difficult to believe that revenue generation isn't at the forefront.
- Why else would fines be on a sliding scale, based upon the household income of the driver?

- AAA supports the use of automated enforcement systems that are fair and reasonable, don't undermine or violate the public trust and are safety-based, not revenue-based.
- AAA supports automated enforcement that is part of a comprehensive traffic safety strategy that involves engineering, education, and officer enforcement.
- HB 367 would undermine Maryland's existing automated enforcement program, and erode the public trust.
- As written, it appears to focus more on revenue generation than traffic safety.
- For these reasons, AAA urges the Committee to give **HB 367** an **unfavorable** report.

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