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April 1, 2021

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

***Re: Letter of Support – House Bill 284 – Vehicle Laws – Dedicated Bus Lanes – Enforcement***

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) supports House Bill 284 as it allows for increased efficiencies and enforcement of dedicated bus lanes (DBLs).

House Bill 284 prohibits a person from driving a motor vehicle in a DBL without local approval, as well as authorizes the local jurisdiction to implement a bus lane monitoring camera system to enforce the prohibition. This legislation is modeled after the report required by CH 340 of 2019, in which the MDOT Maryland Transit Administration (MTA), jointly with the Baltimore City Department of Transportation (BCDOT), examined best practices and technologies used by selected peer transit agencies and proposed an action plan for enforcement of DBL violations in Baltimore.

MDOT MTA currently operates on a 5.5-mile network of dedicated lanes on high volume bus corridors in Downtown Baltimore City, with an additional 7 miles currently under construction through the North Avenue Rising project. DBLs are implemented in heavily used transit corridors; for example, each of the dedicated bus lanes in Baltimore City carry more people per lane than the adjacent general-purpose travel lanes. As MTA buses operate on streets owned and maintained by the City of Baltimore, the City's partnership is essential.

In February 2019, MDOT MTA released a study on the effectiveness of dedicated bus lanes, with traffic data reported both before and after the implementation of the lanes. During peak travel periods, improvements in travel times were found for 79% of the bus lanes. Travel time savings ranged from 4.7% on Baltimore Street, to 31.7% on Hillen Street/Guilford Avenue, with an average benefit of 9.3% per corridor. In addition, data demonstrates that these lanes have improved traveler safety by reducing the number of bus-involved crashes by nearly 12% which is a benefit to riders and non-riders alike.

Dedicated bus lanes offer the potential for increased speed, safety, reliability, and on-time performance for transit vehicles, minimizing delays, particularly during rush hours. MDOT MTA's joint report with Baltimore City found that in other jurisdictions across the country, automated lane enforcement has become a vital tool for assuring the efficiency of traffic in these lanes, as constant police monitoring requires additional resources, may cause greater challenges, and may further contribute to transit delays.

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MDOT MTA Police, the Baltimore Police Department, and BCDOT's Safety Division have been actively patrolling dedicated bus lanes and issuing citations to those that are not authorized to travel in the lanes. Between January 1, 2018 and December 31, 2020, MDOT MTA Police issued approximately 4,079 citations and 316 warnings. In addition, the City of Baltimore issued 13,603 violations for No Parking/Standing in Bus Stop/Bus Lane during the same time period throughout the entire City. Currently, when a violation occurs, police enforcement typically requires the blocking of the dedicated lane for an extended period to write tickets, check information, and if necessary, make an arrest. If the stop results in an arrest, the vehicle then must be towed and impounded, which prolongs the amount of time the bus lane is blocked.

The Maryland Department of Transportation respectfully requests the Committee grant House Bill 284 a favorable report.

Respectfully submitted,

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