

SB 11 Sydnor Fav_Testimony E&T .pdf

Uploaded by: Charles E. Sydnor III

Position: FAV

CHARLES E. SYDNOR III, ESQ.
Legislative District 44
Baltimore County



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Judicial Proceedings Committee
Executive Nominations Committee

Joint Committees

Administrative, Executive, and
Legislative Review

Children, Youth, and Families

Senate Chair
Legislative Ethics

Chair
Baltimore County Senate Delegation

THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

**Testimony for SB 11
Motor Vehicles – Speed Limits – School Zones
Before the Environment and Transportation Committee
On March 23, 2023**

Good afternoon Chairman Kumar, members of the Environment and Transportation Committee.

I am here before you today to present Senate Bill 0011, which addresses a vitally important topic concerning the safety of our school children and those who aid their commute to and from their respective schools. With school zone crossing guards and speed limit signs already working to control the safety and protection of children of all ages on their walk into school, the addition of speed cameras is a measure adding another level of security and well-being for parents and school administrators. Current legislation allows school zones up to a 0.5-mile radius away from the school, and for the placement of speed cameras on any street within that range.

In a story that made national news in February 2022, a Maryland crossing guard was hit by a speeding car when she pushed a middle school student out of harm's way.¹ The incident was caught on camera by a nearby school bus. The school did not have a speed camera. Another crossing guard was hit and hospitalized in critical condition in October 2022,² with no camera footage available as the nearest camera is 0.3 miles away, housed at a busy community intersection.³

SB 11 will bring consistency to the Maryland school zones and speed zones. The Maryland State Highway Administration (SHA) has guidance or regulations that govern these matters. SB11 will put their guidance in the Maryland Transportation Code. This bill will not change the wording of the Transportation Code as it relates to the definition of a school zone's radius. What it does is to establish in the Transportation Code a definition that describes what that radius means and what

¹ 'Hero': Maryland crossing guard hit while protecting student from car. KIRO-7, February 6, 2022.

² Elementary school crossing guard critically injured after being hit by car in Northeast Baltimore. WMAR-2, October 26, 2022.

³ Baltimore City Speed Cameras – Google My Maps. N.d.

steps a jurisdiction must undertake to establish a “School Zone,” which SHA’s definition, as noted in the amendment, “is a designated roadway segment approaching, adjacent to, and beyond school buildings or grounds, or along which school related activities occur.”

The amendment changes the bill’s initial radius from 0.1-mile to 0.5-mile taking us back to what the guidance from SHA allows, in conjunction with the fact that except in unusual circumstances and justified by a traffic engineering study, a school zone shall be adjacent to the school; and may not exceed 500 feet approaching or beyond the school building or school grounds.

Senate Bill 11 passed the Senate on a vote of 43-0.

I ask for a favorable report for Senate Bill 11.

Titus_testimony_SB_11_needs_to_be_amended.pdf

Uploaded by: James Titus

Position: FWA

Committee: House Environment and Transportation Committee

Testimony on: Senate Bill 0011 - "Motor Vehicles - Speed Limits – School Zones"

Position: Favorable with Amendments (unfavorable without the amendment)

Hearing Date: January 25, 2023

Person Submitting: James G Titus, 6718 Glenn Dale Rd., Glenn Dale MD, 20769, jtitus@risingsea.net

BACKGROUND

Senator Sydnor told the Judicial Proceedings Committee that the motivation for the bill was speed cameras on a bridge on West University Parkway in Baltimore, and along US-40 where no child walks to school. His proposed solution was to codify the approach that the State Highway Administration (SHA) follows, so that Baltimore would follow the same rules that the counties follow. But unfortunately, Senate Bill has several unintended consequences.

PROBLEMS WITH SENATE BILL 11

- SB11 deauthorizes many school zones in counties and municipalities. SHA requires cameras to be within 500 feet of the school unless an analysis suggests otherwise. But most children do not live within 500 feet of the school. Localities place cameras wherever there is the greatest potential safety problem. which is not always on a road that even passes the school, let alone in front of a school.
- SB11 requires Baltimore to take actions that are currently not required in the counties because it applies to all roads, not just the roads that are similar to a state highway.
- Dozens of traffic studies are not practical for localities, which lack the resources of SHA whose roads carry more traffic and hence warrant more traffic studies.
- The bill unintentionally and unnecessarily diminishes school zones that do not have speed cameras, even though the only problems were with speed cameras. Under current law, §21-803.1 governs school zones in general, while §21-809(a) specifically defines school zones with speed cameras. Instead of amending §21-809(a), the bill amends §21-803.1, and thereby reduces the size of all school zones, most of which do not even have speed cameras.
- The bill has other drafting problems:
 - a. The effective date is too soon. It is not feasible for localities to assess which cameras would be deauthorized let alone conduct traffic studies by July 1, 2023.
 - b. The bill title is misleading. This bill does not establish school zones, it makes them smaller and eliminates some. Therefore, the title is very inaccurate.
 - c. The bill narrowly defines "school related activity" so that it no longer includes athletic or playground activities on school grounds. See §21-803.1(a)(4) in SB 11 as amended. counterintuitive definitions in a statute can cause problems later.

PROPOSED AMENDMENT

Because Senator Sydnor said that the goal was simply to codify SHA guidance so that Baltimore followed the same rules as the counties, I offer a 50-word addition to §21-809(a), which would do that, and nothing more. Under the amendment, the requirement for a traffic engineering study to justify cameras more than 500 feet from a school, would only applied to the US highways and state numbered routes. Such a codification of the SHA guidance would have no effect on the counties while only affecting highways in Baltimore that are equivalent to a state highway. School zones without speed cameras would be unaffected. It would also give agencies and extra three months to identify problematic school zones.

**ALTERNATE
TEXT FOR
SENATE BILL 11**

R5

3lr1082

(PRE-FILED)

By: **Senator Sydnor**

Requested: November 15, 2022

Introduced and read first time: January 11, 2023

Assigned to: Judicial Proceedings

Committee Report: Favorable with amendments

Senate action: Adopted

Read second time: February 15, 2023

CHAPTER _____

1 AN ACT concerning

2 **Motor Vehicles – ~~Speed Limits~~ – Establishment of School Zones**

3 FOR the purpose of altering the radius around certain schools within which a school zone
4 may be established and speed monitoring systems may be placed and used, requiring
5 that such school zones be adjacent to a school, unless recommended by a traffic
engineering study;

6 BY repealing and reenacting, with amendments,

7 Article – Transportation

8 Section ~~21–803.1 and~~ 21–809(a)(7)

9 Annotated Code of Maryland

10 (2020 Replacement Volume and 2022 Supplement)

11 BY repealing and reenacting, without amendments,

12 Article – Transportation

13 Section 21–809(a)(1) , **(7), and (10)** and ~~(b)(1)(vi)2.~~

14 Annotated Code of Maryland

15 (2020 Replacement Volume and 2022 Supplement)

16 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,

17 That the Laws of Maryland read as follows:

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.

sb0011

Article – Transportation

21–809.

(a) (1) In this section the following words have the meanings indicated.

(7) “School zone” means a designated roadway segment within up to a half mile radius of a school for any grades kindergarten through grade 12 where school related activity occurs, including:

(i) Travel by students to or from school on foot or by bicycle; or

(ii) The dropping off or picking up of students by school buses or other vehicles.

(10) NOTWITHSTANDING PARAGRAPH (7) OF THIS SUBSECTION, ON A STATE NUMBERED ROUTE OR A U.S. HIGHWAY, UNLESS OTHERWISE RECOMMENDED BY A TRAFFIC ENGINEERING STUDY, A SCHOOL ZONE:

(I) SHALL BE ADJACENT TO THE SCHOOL; AND

(II) MAY NOT EXCEED 500 FEET APPROACHING OR BEYOND THE SCHOOL BUILDING OR SCHOOL GROUNDS.

SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect ~~July 1~~ **OCTOBER 1, 2023.**

Approved:

SB 11 - UNF - MML.pdf

Uploaded by: Bill Jorch

Position: UNF



Maryland Municipal League
The Association of Maryland's Cities and Towns

TESTIMONY

March 23, 2023

Committee: House Environment and Transportation

Bill: SB 11 - Motor Vehicles – Speed Limits – School Zones

Position: Oppose

Reason for Position:

The Maryland Municipal League opposes Senate Bill 11, which would restrict the ability of Maryland's cities and towns from implementing critical vehicular safety measures around schools. The bill effectively reduces the area around a school in which a "school zone" may be designated, from 0.5 miles to 500 feet, unless recommended by a traffic engineering study.

The designation of a school zone around a school carries with it two important safety features that municipal governments can implement to increase safety on nearby roadways. Both these measures, if implemented by a municipality, are accompanied by appropriate signage and public notice.

- First, the speed limit can be lowered to 15 MPH during school hours and
- Second, speed monitoring cameras may be installed and operational only between 6am and 8pm on weekdays.

County boards of education can set parameters around when students are eligible to ride the bus. In most instances, students who live under a mile from the school are not eligible to take the bus and therefore must walk, bike, or perhaps catch a ride. It takes about two minutes to walk 500 feet but about 20 minutes to walk one mile, yet this bill limits critical safety measures to within 500 feet of the school.

The provisions of SB 11 significantly reduce municipal authority to implement proven safety measures on roads surrounding a school. For this reason, the League respectfully requests that this committee provide Senate Bill 11 with an unfavorable report.

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FOR MORE INFORMATION CONTACT:

Theresa Kuhns

Angelica Bailey Thupari, Esq.

Bill Jorch

Justin Fiore

Chief Executive Officer

Director, Advocacy & Public Affairs

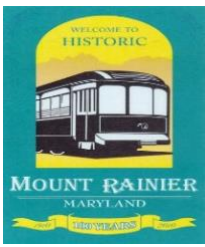
Director, Public Policy

Manager, Government Relations

Mount Rainier OPPOSITION for SB11 - Motor Vehicles

Uploaded by: Celina Benitez

Position: UNF



Office of The Mayor Celina R. Benitez

1 Municipal Place, Mount Rainier, Maryland 20712 Telephone: (301) 985-6585

OPPOSITION for SB11 : Motor Vehicles - Speed Limits – School Zones

To: Environment and Transportation Committee
Room 251
House Office Building
Annapolis, Maryland 21401

From: Mayor Celina Benitez, City of Mount Rainier
Date: March 16, 2023

Dear Chairman Barve and members of the Committee:

I am writing on behalf of the City of Mount Rainier to express our **OPPOSITION to Senate Bill 11**, which aims to reduce the radius around a school in which a "school zone" may be designated from 0.5 miles to 0.1 mile. We stand against this bill, as it would significantly limit the ability of our city and other municipalities in Maryland to implement essential vehicular safety measures around schools.

The current school zone designation carries two crucial safety features, which can be employed by municipal governments to enhance the safety of nearby roadways:

1. The speed limit can be lowered to 15 MPH during school hours, and
2. Speed monitoring cameras may be installed and operational only between 6 am and 8 pm on weekdays.

Both of these measures have proven to be effective in reducing speeding and, as a result, increasing the safety of schoolchildren, Seniors, walkers, bus riders and those that use bikes as a means of transportation in our community. The proposed reduction in school zone radius would severely hinder our ability to use these vital tools in areas that we believe are necessary for adequately protecting our children from speeders.

The City of Mount Rainier has **two Elementary Schools** which are located in the middle of our residential community, with many of our students living within walking distance and many of them on the .5 mile mark are those that live in the apartments. However, that walk to school is already too dangerous, including the main streets leading to our schools doubling as a favored route for commuters to cut through our residential neighborhood to avoid the heavier traffic of other major roads. This legislation would take away what little school zone protections our students do have – and those most disproportionately and negatively impacted by these changes would be our lowest-income families living in apartment buildings furthest from our school, and with the longest, most dangerous routes to walk.

SB0011's definition of a school zone may work for schools elsewhere in Maryland where most students arrive by car or bus, but **it is dangerous and potentially deadly** for schools like ours. This issue is too complex – and neighborhoods throughout the state too diverse – for a one-size-fits-all statewide policy.

Public policy should not reward drivers who can't be bothered to yield to a child in a crosswalk or follow basic speed limits around our schools - and it must not prioritize speeders over school and student safety. The answer for not receiving a speeding citation is easy: don't put our children and community in danger by speeding. A child that is walking to school being hit by an automobile going above speed is deadly for the child. Our duty as legislators is to protect and speak for the most vulnerable in this case the kids walking to school.

We urge you to reconsider the provisions of SB 11 and maintain the current school zone radius of 0.5 miles and also keep the speed cameras. This will enable the City of Mount Rainier and other municipalities in Maryland to continue implementing effective safety measures in our communities and ensure the well-being of our schoolchildren.

Thank you for your attention to this important matter. **We respectfully request an UNFAVORABLE report on SB 11 from this committee.** Please don't hesitate to contact me MayorBenitez@MountRainierMD.org should you have any questions.

Respectfully,

Celina R. Benitez

Mayor Celina Benitez, City of Mount Rainier, Maryland
First Latina Mayor of The City of Mount Rainier
First Latina Mayor of a City in the State of Maryland

Carrington 2023 Testimony SB11 Altering Radius for

Uploaded by: Darrell Carrington

Position: UNF



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SB11 – Motor Vehicles – Speed Limits – School Zones

UNFAVORABLE

Carrington & Associates, LLC, on behalf of Sensys Gatso, request an UNFAVORABLE report for SB11. This bill would alter from a half-mile to one-tenth of a mile the radius around certain schools within which a school zone may be established and speed monitoring systems may be placed and used.

Sensys Gatso is the leading provider of automated traffic enforcement solutions with a strong global presence. Their mission is saving lives by changing the driving behavior of motorists. They are firmly committed to improving road safety by reducing vehicle speed and red light negation, by optimizing traffic flows and by contributing to a sustainable urban environment, always in close partnership with governments and other authorities all over the world.

The Sensys Gatso Group has more than 60 years' experience in developing and manufacturing innovative traffic enforcement, traffic management and managed services solutions, delivered to more than 70 countries worldwide. Since 1997, Sensys Gatso has supported the Swedish Government to implement their globally embraced road traffic safety project 'Vision Zero', aiming to achieve a road traffic system with no fatalities or serious injuries.

Over the past few years, and some suggest as a result of COVID-19, our State and the entire Nation witnessed an uptick of speed contests, exhibition driving and other reckless vehicular behaviors. There is a viral YouTube video showing cars doing "donuts" at an intersection in Silver Spring within feet of pedestrians, including children. Yet another video shows drivers doing donuts on the Beltway.

On October 26, 2022, around 7:20am, a school crossing guard was hit by a car in Northeast Baltimore. The guard was assigned to Sinclair Lane Elementary School. The guard was sent to the hospital in critical condition. Police say the driver was traveling at a high rate of speed.

According to a “DC News Now” segment on May 18, 2021, it was stated that in Maryland, nearly 50 teenagers die in traffic crashes each year, making it the leading cause of death among teens. Attached for your review and use is a report on pedestrian injuries created by the Maryland Department of Health and Mental Hygiene (DHMH). Pedestrian crashes are defined as traffic crashes involving a person reported on foot, including a motorist who has exited a vehicle. Parents, guardians, students and staff routinely exit vehicles in and around schools. The report details how pedestrian injuries affect the United States and Maryland in particular. The report notes that:

- In 2015, 100 pedestrians were killed in Maryland
- Annually, Maryland drivers are involved in nearly 3,000 pedestrian crashes, more than 86 percent of which resulted in an injury or fatality
- Between 2009-2013, about 90 percent of pedestrian-involved crashes occurred in Baltimore and Washington D.C. metropolitan areas.

Lastly, the National Institute of Health, National Library of Medicine in the National Center for Biotechnology Information, published a report on November 1, 2017 entitled, “Hotspots and causes of motor vehicle crashes in Baltimore, Maryland: A geospatial analysis of five years of police crash and census data.” In their abstract, the authors state that, “Road traffic injuries (RTIs) are the leading killer of young people (aged 15–29) globally, and without intervention road traffic crashes are projected to be the 7th leading cause of death by 2030. In the United States, road injuries are the leading cause of death for young men.” The authors also state that “With 2.7 million residents, the Baltimore metropolitan area is one of the larger cities in the United States. Despite covering only 92 of the 12,407 square miles of Maryland (0.7%), the city of Baltimore has the greatest proportion of motor vehicle crashes (MVCs) (21.8%) and RTI (15.3%) in the state.”

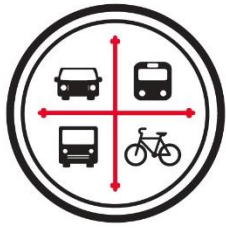
For the stated reasons We ask for an UNFAVORABLE report on SB11. We do not believe this is a time to deliberate reducing the radius in which speed monitoring systems can be deployed to protect children, parents, guardians and school personnel.

Please feel free to contact Darrell Carrington at darrell.carrington@verizon.net, if you would like any additional information. We thank you in advance for your attention to this serious matter and re-emphasize that we request an UNFAVORABLE report.

SB 11_CMTA Bikemore_UNF_House.pdf

Uploaded by: Eric Norton

Position: UNF



**Transportation
Alliance**



Bikemore

March 23, 2023

**Testimony on SB 11–
Motor Vehicles – Establishment of School Zones
Environment and Transportation**

Position: UNFAVORABLE

The Central Maryland Transportation Alliance and Bikemore oppose SB 11.

As introduced in the Senate, this bill would have shrunk school zones from 0.5 miles to 0.1 miles. Despite the amendments that appear to retain the 0.5-mile radius, the bill then goes on to limit school zones to just 500 feet unless a traffic study recommends otherwise. The amendments are superficial and have the same effect as the original bill.

Ensuring public safety is one of the highest priorities of the State and this includes safety on our streets and roads. Enforcing speed limits around schools is about protecting children from death and injury, and this bill is making a policy change that could have significant impacts to the safety of children. On this bill, the paramount concern should be the efficacy of speed cameras in saving lives and protecting children, not the impact on local revenues and the Transportation Trust Fund. However, the fiscal and policy note says nothing about safety.

Adding more restrictions to the school zone system would be counterproductive. Maryland already restricts the time when systems can be enforced to school days between 8 am and 6 pm. Other states are expanding enforcement. Last year, New York passed a law that expanded school zone enforcement in New York City to 24 hours a day, 7 days a week. For reference, New York's law defines a school zone radius as no more than 0.25 miles.

Reducing the radius so drastically will restrict the flexibility of local governments to place cameras where they are most appropriate and feasible while considering the local context and road conditions. There may be instances where a camera needs to be placed more than 500 feet away from a school. For example, in Baltimore City many elementary school children walk to school and the most dangerous road they cross could be blocks away from the school door.

We believe the committees should have the facts and data for Maryland's school zone safety program before making changes like the one proposed in this bill. For instance, a 2015 study from the Insurance Institute for Highway Safety found that Montgomery County's speed camera program "led to long-term changes in driver behavior and substantial reductions in deaths and injuries." It stands to reason that the program is similarly successful in other jurisdictions and this committee should know if reducing the radius will cause more deaths and injuries.

We respectfully request an unfavorable report.

FINAL SB11 Establishment of School Zones.pdf

Uploaded by: Grace Wilson

Position: UNF



SB11 MOTOR VEHICLES – ESTABLISHMENT OF SCHOOL ZONES

March 23, 2023

ENVIRONMENT AND TRANSPORTATION

OPPOSE

Grace Wilson, Legislative & Policy Specialist (410.440.1758)

Anne Arundel County Public Schools (AACPS) opposes **SB11 – Motor Vehicles – Establishment of School Zones**. This bill requires that a school zone be adjacent to a school and prohibits a school zone from exceeding a 500-foot radius, unless specifically recommended by a traffic engineer study.

AACPS opposes proposals which limit local authority over school facility prioritization, design, construction, procurement, maintenance, or operations, particularly when it results in reduced safety for students. This proposal which mandates design and operation standards for school zones will result in the significant reduction in the radius of permissible school zones and the corresponding use of speed monitoring cameras and creates genuine safety issues in these school zones for drivers and pedestrians alike.

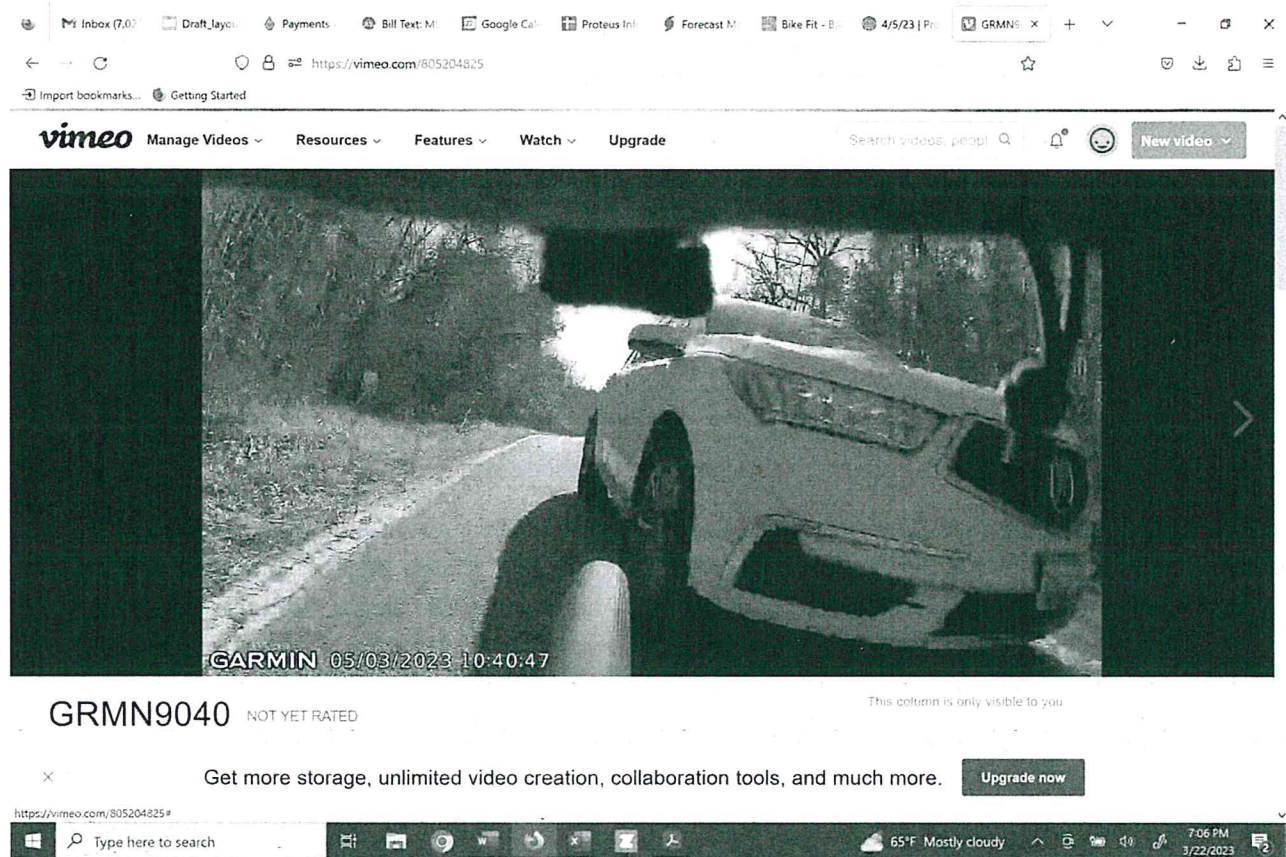
Current law permits school zones that are a half-mile in radius. This bill will result in significantly smaller school zones when a larger school zone is not specifically recommended by a traffic engineer. Shrinking the permissible school zone radius will result in less stopping time for drivers traveling in the school zone, increasing the risk of injury to students walking or biking to or from school in the school zone. Student safety is of the utmost important to AACPS. Accordingly, AACPS respectfully requests an **UNFAVORABLE** committee report on SB11.

SB11_Lemieux_UNF

Uploaded by: Jeff Lemieux

Position: UNF

<https://vimeo.com/805204825> – 15 seconds



My name is Jeff Lemieux, and I'm testifying for myself, although I'm part of a loosely knit collection of bike riding advocates called the Action Committee for Prince George's County that is concerned with this bill.

This picture was from my wife's rear-facing bike camera, on March 5 this year. If you have your phone or laptop handy, you can see the real-time video is at <https://vimeo.com/805204825> – it's only 15 seconds long. The speed limit on that road is 30mph, but it's unenforced, obviously.

Bike riders in Maryland are threatened by aggressive, speeding drivers like this every day. Why? Because there's not much speed enforcement and the drivers know it.

By contrast, in my neighborhood, in Greenbelt on Crescent Road and Cherrywood Lane, where IS school zone camera enforcement, bike riding is usually safe, even though our bike lanes aren't really that great. Before the cameras, Cherrywood Lane was a drag strip.

Police have pulled back from routine traffic stops in our region, and the bike community in the DC/Maryland region supports that. Bike riders in this area tend to oppose depending on police traffic stops, because they have proven to be too discriminatory, with too much racial profiling and with traffic stops too often ending with police violence.

But we still need speed enforcement. 121 people died on the roads of my county last year, according to the Washington Post. Speeding has gotten much worse since the pandemic.

Our county also does not have school buses for kids within 1.5 miles of school for elementary and 2 miles for middle and high schoolers. Maybe in richer areas, all the kids are driven to school, but a lot of our kids bike or walk that mile. They deserve more protection, not less.

Finally, I get that the state vs. local jurisdiction issue can be fraught, but I believe it's wrong in this case for Maryland to put even tighter restrictions on local jurisdictions' ability to manage their public safety – this trend seems to be getting worse nationally, and Maryland shouldn't join in. Other states are putting in rules to prohibit local school districts from requiring masks in a pandemic. Many states restrict cities' ability to enact tougher gun laws to protect their residents. Maryland should be putting LESS restrictions on local government's ability to protect their residents, not MORE.

I get that drivers get annoyed by speed tickets – but it's really easy to avoid tickets from speed cameras – don't speed. If you don't like how a locality enforces its speed limits, don't drive there!

Besides, it's incredibly disrespectful to say you want to speed through somebody else's community and break their speed limit law with impunity. Who is so important that a few seconds of their time is more important than the safety of the people living on the street or trying to get around their neighborhood? Even if you don't like the placement of a particular camera, it's still a law to stay under the speed limit, and the cameras don't even send tickets unless you're driving 12 mph above the law!

Speeding drivers already have the upper hand in Maryland. Our state roads in Greenbelt are already built like highways, with overpasses and high-speed ramps and guard rails and overhead signs. It's incredibly expensive to build, and yet these high-speed roads have hurt our community – they have cut our City into pieces. It has hurt our economic potential and our community cohesion. We need to calm our roads, make them safer for walkers and bike riders, and start rebuilding our economic potential. Putting further restrictions on speed enforcement is going the wrong direction.

I watched the Senate committee debate on this bill – it was chaotic and confusing. At the very least this bill, however amended, is clearly not ready for enactment. It's a mess, and its implications are very uncertain, potentially expensive, and likely deadly. I urge you to reject SB 11 and focus the committee's time on traffic calming and safety, not on encouraging more speeding in school zones or anywhere else in our state!

Jeff Lemieux
92 Ridge Road, Greenbelt 20770
jlemieux256@gmail.com

301 852 9795 cell

SB 11.School Zone Limitations and Conditions HOUSE

Uploaded by: John Woolums

Position: UNF

BILL: Senate Bill 11
TITLE: Motor Vehicles - Establishment of School Zones
DATE: March 22, 2023
POSITION: OPPOSE
COMMITTEE: Environment and Transportation
CONTACT: John R. Woolums, Esq.

The Maryland Association of Boards of Education (MABE) opposes Senate Bill 11 and the unreasonably strict limitations on the establishment of school zones. MABE firmly believes that the restrictions on the default radius of school zones at 500 feet from the school property, and the requirement to obtain a traffic engineering study to move beyond this radius, will result in a lower level of safety for students and the communities in which schools are located.

MABE places a high priority on student safety, especially in the daily transportation to and from school of nearly 900,000 students each school day. The arrival and departure of many of these students is within proximity of schools in which bus services are not provided. For these students, local school systems have adopted policies and procedures to ensure that safe routes to and from school are available.

Generally, getting students to and from school safely is a partnership between the home and the school. Each local school system provides parents with educational information and resources on pedestrian and bus safety in addition to the training and resources provided to students. Parents are primarily responsible for identifying the appropriate walk route from home to school or the bus stop, with school systems providing information and recommendations to assist them in identifying an appropriate walking route for their children.

MABE recognizes that, as amended, Senate Bill 11 generally reflects current practice. However, the association remains concerned about the impact of this legislation on existing and longstanding school zones which may not meet the strict definitions proposed to be codified in this bill. Specifically, MABE opposes the mandating of traffic engineering studies to confirm the compliance of all existing school zones with these standards.

For these reasons, MABE requests an unfavorable report on Senate Bill 11.

11SB For House - Establishment of School Zones - C

Uploaded by: Joseph Jakuta

Position: UNF

Committee: Environment and Transportation

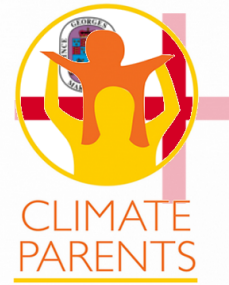
Testimony on: SB 11 - "Motor Vehicles - Establishment of School Zones"

Organization: Climate Parents of Prince George's

Person Submitting: Joseph Jakuta, Lead Volunteer

Position: Unfavorable

Hearing Date: March 21, 2023



Dear Mr. Chairman and Committee Members:

Thank you for considering our testimony in opposition to SB 11, which revises school zones. Climate Parents is a campaign to reduce climate change causing pollution in our schools, and our group is active in Prince George's County. In particular, we recently worked directly with Prince George's County Public Schools (PGCPS) technical staff and other advocates to develop a first in the national School Climate Change Action Plan.

In our work developing a Climate Change Action Plan for PGCPS, one of the main solutions to reducing vehicle emissions was to encourage more walking and biking to school. This is particularly important for students that live within the non-transportation areas, which are defined as being within 1½ mile for elementary school students and 2 miles for middle and high school students in Prince George's County. However, one of the barriers to walking and biking to school is feeling unsafe, which is largely due to dangerous driving. When students and their parents do not feel it is safe to get to school by other means, they drive independently, which results in more localized air pollution at the entrance of schools, more wasted time for parents, and more chances for vehicles-on-pedestrian collisions at schools.

SB0011 moves exactly in the wrong direction. Rather than trying to increase road safety by expanding school zones to match non-transportation areas between 1 ½ to 2 miles, it seeks to limit them to absurdly small sizes. This bill tries to make drivers less accountable for following Maryland laws and keeping our children safe on their way to and from school, while placing the decision to enforce traffic laws outside of these new tiny school zones in the hands of traffic engineers. This bill would take away numerous tools, most importantly speeding cameras and increased fines, while working to benefit scofflaws that do not follow Maryland's traffic laws.

We already have problems with pedestrian safety in Maryland. Pedestrian deaths in Maryland have remained stubbornly high since 2017. Given that drivers can already violate the law by speeding 12 miles per hour over the legal limit before being issued a camera ticket, this means these vehicles are in the range of being much more likely to cause a fatality (AAA finds that the chances of a pedestrian dying in an accident are 75% for a vehicle traveling 39 mph). To consider legislation that would hamper the ability to enforce traffic limits and thus increase the possibility of pedestrian deaths, specifically among students, is not a positive direction.

In the grand scheme of things, there should be no limit on the use of speed cameras in the state of Maryland. Drivers should have to follow Maryland's laws everywhere they go, but until the State Highway Administration (SHA) and the General Assembly stop coddling those that violate our laws, the least they could do is allow for greater enforcement when students are walking or biking to school.

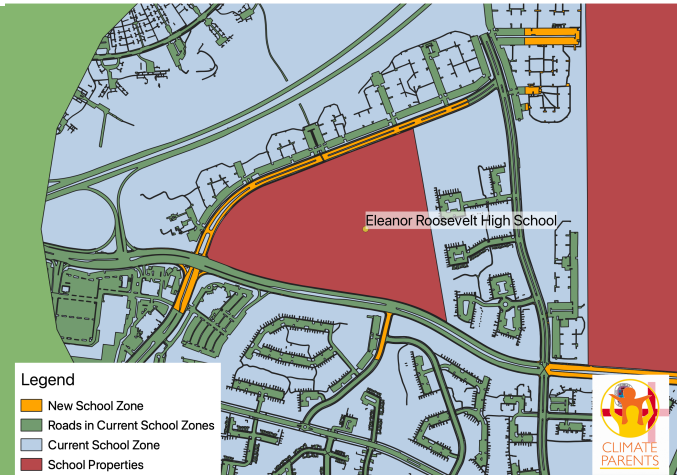
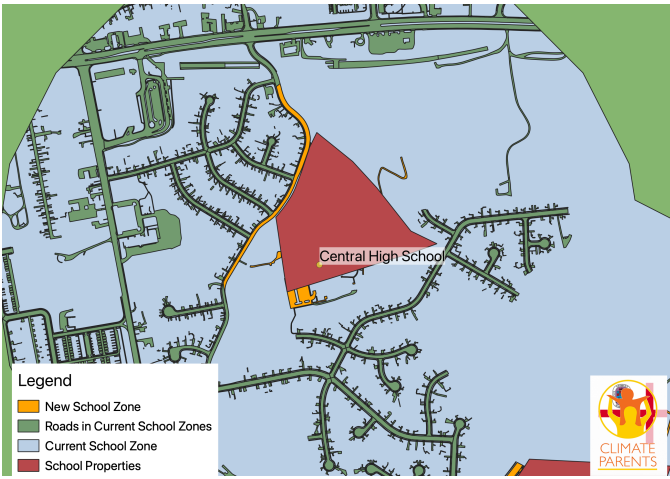
In the Senate testimony on January 25, our public officials were laughing about how they would never see students walking on certain roads. That is because for decades the SHA has designed our roads to be completely unsafe for use by all Marylanders, especially children. The 9% of Marylander households without access to a car and the 100% of students under the age of 16 that cannot drive are just written off by the SHA and we for one are tired of our public officials thinking this is funny that our children should not be able to safely walk and bike to their schools.

We attached maps that show how school zones would be limited in many of our county around our 208 schools. We encourage an **UNFAVORABLE** report for this mistaken legislation.

Attachment 1 SB0011 For House - Establishment of S

Uploaded by: Joseph Jakuta

Position: UNF



Attachment 2 SB0011 For House - Establishment of S

Uploaded by: Joseph Jakuta

Position: UNF



Attachment 3 SB0011 For House - Establishment of S

Uploaded by: Joseph Jakuta

Position: UNF



Attachment 4 SB0011 For House - Establishment of S

Uploaded by: Joseph Jakuta

Position: UNF



Attachment 5 SB0011 For House - Establishment of S

Uploaded by: Joseph Jakuta

Position: UNF



Attachment 6 SB0011 For House - Establishment of S

Uploaded by: Joseph Jakuta

Position: UNF



SB-11 Motor Vehicles - Speed Limits - School Zones

Uploaded by: Laura Reams

Position: UNF

Robert Croslin
Mayor



Tracey E. Douglas
City Administrator

March 21, 2023

Committee: Senate Judicial Proceedings

Bill: SB 11 – Motor Vehicles – Speed Limits – School Zones

Position: Oppose

Reason for Position:

The City of Hyattsville's City Council voted to submit testimony in opposition to SB 11, a bill amending language for the establishment of school zones on March 20, 2023. Tying the use of speed cameras, an effective tool at changing driver behavior and reducing injuries, to very small zones around school grounds during school hours seems counterproductive to the State administration's goals of building walkable, sustainable communities.

Currently, school zones provide added layers of protection for students and families within a half mile of campuses. Most of our students and families commute to campus over greater distances than one half mile. A de facto reduction of these school zones to 500 feet represents a disservice to our communities and unnecessarily endangers students. While the amendment allows school zones up to the current maximum, it places undue time, logistical, and cost burdens on jurisdictions to maintain existing or establish school zones that are larger than a 500-foot radius, to ensure safe travel to and from school. A reduction in the school zones will result in greater danger for all students regardless of the mode they take to school; whether they walk, roll, drive, or ride the bus, this bill will make them less safe.

Speeds greater than 30 or 35 MPH are more likely to be deadly, so we must retain current school zones to maintain less deadly speed limits for those going to and from school, and traveling through school zones, given the higher concentration of drivers, pedestrians, cyclists, and others sharing these spaces. Speed zones are extensively signed, and jurisdictions also post camera locations online. It is not difficult to know where cameras are if one is paying attention as they should be, and drivers should heed posted speeds for the safety of others and themselves.

Prince George's county has the highest number of crashes in the state, and we cannot allow a reduction in safety measures such as school zones. Jurisdictions like DC and Montgomery County are enacting or proposing larger or enhanced school zones. Maryland should take their lead, not go backwards.

The City of Hyattsville urges the Committee to adopt an unfavorable report on Senate Bill 11. Please do not put the lives of children, parents, teachers, staff, crossing guards, and others at risk - please oppose SB 11.

SB011 Oppose-Unfavorable MSchweisguth.pdf

Uploaded by: Melissa Schweisguth

Position: UNF

March 21, 2023

Dear MD House Environmental Committee, and my MD 22 Delegates Healey, Williams, and Martinez,

Thank you for your service to Maryland and District 22, where I live and vote.

I am writing to ask that you oppose SB011, which has a hearing in the environment and transportation committee on March 23rd. I understand Delegate Healey is on this committee, and that you can all influence the members' positions to return an unfavorable determination.

SB 011 would limit school zones to a 500-foot radius from the school unless a traffic study recommends otherwise, with a half-mile radius maximum, while retaining the 35 MPH maximum speed limit in the zone. I oppose SB 011, and any changes that reduce currently allowed school zones.

As you likely know, many children and families in our community walk and roll to school, in many cases traveling distances well over a half-mile (the current default school zone). The county does not provide bus service to students who live within 1.5 miles of their school, resulting in heavy foot, bike, and car traffic well outside of the current half-mile default school zone. We need to retain current school zone radii to help them get to and from school safely. As such, we should retain current law as is: allow school zones to be up to one-half mile radius from the school, without additional traffic studies or other justification.

SB 011 also would add undue time, logistical and cost burdens on jurisdictions to maintain current school zones that are larger than a 500-foot radius, in order to ensure safe travel to and from school. Our jurisdictions are still reeling from the pandemic and should not be asked to expend funds for a study to retain the current zone or change signage to reflect smaller zones.

Prince George's county has the highest number of crashes in the state, and we cannot allow a reduction in safety measures such as school zones. Crashes at speeds greater than 30 or 35 MPH, are more likely to be deadly. Thus, we must retain current school zones with the 35 MPH maximum to maintain less deadly speed limits for those going to and from school, and traveling through school zones, given the higher concentration of drivers, pedestrians, cyclist, and others sharing these spaces.

The testimony for the Senate hearing of SB 011 was overwhelmingly opposed, with only two in favor - one being the sponsor. The two opponents focused on concerns about speed cameras, not safety considerations. The bill's sponsor has not adequately considered the negative effect on safety - on our children's lives - but is chiefly concerned about reducing speed camera tickets. Drivers have full power to reduce tickets by being responsible, noting the posted speed limit, and not speeding. Speed zones are extensively signed and jurisdictions also post camera locations online. It is not difficult to know where cameras are if one is paying attention as they should be, and drivers should heed posted speeds for the safety of others and themselves.

Jurisdictions like DC and Montgomery County are enacting or proposing larger or enhanced school zones. Maryland should take their lead, not go backwards. Please do not put the lives of children, parents, teachers, staff, crossing guards, and others at risk - please oppose SB 011 and ask the committee to return an unfavorable determination.

thank you for considering my input.

Melissa Schweisguth
38th Ave
Hyattsville, MD 20782
MD 22

SB11_MCP&MSA_UNF

Uploaded by: Natasha Mehu

Position: UNF



Maryland Chiefs of Police Association

Maryland Sheriffs' Association



MEMORANDUM

TO: The Honorable Kumar Barve, Chair and
Members of the Environment and Transportation Committee

FROM: Darren Popkin, Executive Director, MCPA-MSA Joint Legislative Committee
Andrea Mansfield, Representative, MCPA-MSA Joint Legislative Committee
Natasha Mehu, Representative, MCPA-MSA Joint Legislative Committee

DATE: March 23, 2023

RE: **SB 11 – Motor Vehicles - Establishment of School Zones**

POSITION: **OPPOSE**

The Maryland Chiefs of Police Association (MCPA) and the Maryland Sheriffs' Association (MSA) **OPPOSE SB 11**. This bill would limit the placement of a speed camera in a school zone not exceeding 500 feet approaching or beyond the school building or school grounds unless recommended by a traffic engineering study.

Many schools across the state are served by large, populated areas, such as apartments or high-density neighborhoods, where children walk, bike, or otherwise travel to or from every day, that are well beyond 500 feet approaching or beyond the school or school grounds. These students travel through several neighborhoods and cross several streets to get to school. For example, in Prince George's County, middle school students may walk up to 2 miles from their homes to/from school, and elementary school students up to one and 1/2 miles to/from school (see the attached PGCPA Administrative Procedures) before requiring bus transportation. We are all aware of the shortages of school buses and drivers. We now have more students walking from all directions to our schools. Narrowing school boundaries narrows the protection of children from speeding drivers.

The requirement for a traffic engineering study is expensive, and cumbersome, potentially adding months if not years to the process of assessing dangerous conditions for our children. We need the ability to move or change the camera's location quickly when conditions change or if unfortunately, an accident with a child occurs. For reference on accidents, see the attached fatality charts. It should be noted that Prince George's County, the second biggest school system in the state, has nearly double the number of fatalities of the next deadliest jurisdiction, Baltimore County.

Furthermore, the requirement that a school is "Accredited" is unnecessary given the current law's requirement for K-12 schools. Finally, the bill states that "School Grounds" be defined as "Property that students routinely occupy within a school zone." This clause could very well limit the camera's operation only for school hours. The current law specifies Monday through Friday, 6:00 AM to 8:00 PM for camera operation.

The bottom line is, Maryland has an excellent Speed Camera Law. It is well-tested and works in our communities. The \$40.00 is fair and not overly burdensome balanced against protecting our children. For these reasons, MCPA and MSA **OPPOSE SB 11** and request an **UNFAVORABLE** Committee report.

532 Baltimore Boulevard, Suite 308
Westminster, Maryland 21157
667-314-3216 / 667-314-3236

SB11_MCPA&MSA_UNF

Uploaded by: Natasha Mehu

Position: UNF



Maryland
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March 17, 2023

Maryland Fatality Summary
2022 - 524 Total Crashes, 554 Fatalities
2021 - 524 Total Crashes, 563 Fatalities
2020 - 546 Total Crashes, 573 Fatalities

Breakdown	2022**		2021		2020	
	Fatalities	% of Total	Fatalities	% of Total	Fatalities	% of Total
Drivers - All	343	61.9%	343	60.9%	349	60.9%
Passenger - All	64	11.6%	83	14.7%	71	12.4%
Pedestrians - walking	129	23.3%	128	22.7%	131	22.9%
Other Pedestrian Types	6	1.1%	3	0.5%	7	1.2%
Bike or Other Pedalcycle	11	2.0%	6	1.1%	15	2.6%
Unknown	1	0.2%	0	0.0%	0	0.0%
Total	554	100.0%	563	100.0%	573	100.0%

Other Pedestrians - wheelchairs, skateboards, worker etc.

Data is preliminary and subject to change. 2022 is incomplete. 2022 is subject to change until 01/01/24.

Fatal Crashes/fatalities 'Fatal Crashes' is a count of the number of incidents where at least one fatality occurred as a result of a motor vehicle crash. 'Fatalities' is a count of the total number of persons killed in a motor vehicle crash (some fatal crashes involve more than one fatality). Fatal crash/fatality numbers as reported to the Maryland State Police (MSP) and summarized by the Maryland Department of Transportation's Highway Safety Office. Fatal crash data includes information about crashes still under investigation and is subject to change. Data excludes fatalities determined to be the result of a medical condition, suicide, homicide or non-traffic related causes determined by the MSP FARS analyst.



Maryland
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Maryland - Fatalities By Month By Person

2022							
Month	Drivers	Passengers	Pedestrian	Oth. Ped.	Bicycles	Unknown	Total
January	28	9	11	0	1	0	49
February	21	4	8	0	0	0	33
March	25	6	16	0	1	0	48
Qtr. 1	74	19	35	0	2	0	130
April	23	2	10	1	0	0	36
May	37	5	8	0	1	0	51
June	28	5	17	1	2	0	53
Qtr. 2	88	12	35	2	3	0	140
July	27	7	6	1	0	0	41
August	40	5	9	1	2	0	57
September	27	3	6	1	3	0	40
Qtr. 3	94	15	21	3	5	0	138
October	35	7	14	0	1	0	57
November	23	6	10	0	0	1	40
December	31	5	12	1	0	0	49
Qtr. 4	89	18	36	1	1	1	146
Totals	345	64	127	6	11	1	554

2021							
Month	Drivers	Passengers	Pedestrian	Oth. Ped.	Bicycles	Unknown	Total
January	18	3	13	0	0	0	34
February	15	5	9	0	0	0	29
March	28	5	13	0	0	0	46
Qtr. 1	61	13	35	0	0	0	109
April	24	10	8	1	2	0	45
May	32	13	10	0	0	0	55
June	26	3	10	1	0	0	40
Qtr. 2	82	26	28	2	2	0	140
July	29	6	10	0	1	0	46
August	44	13	11	0	0	0	68
September	36	1	11	0	2	0	50
Qtr. 3	109	20	32	0	3	0	164
October	33	6	12	1	0	0	52
November	35	6	16	0	1	0	58
December	23	12	5	0	0	0	40
Qtr. 4	91	24	33	1	1	0	150
Totals	343	83	128	3	6	0	563

2020							
Month	Drivers	Passengers	Pedestrian	Oth. Ped.	Bicycles	Unknown	Total
January	9	0	9	0	1	0	19
February	21	3	14	0	0	0	38
March	38	5	9	0	1	0	53
Qtr. 1	68	8	32	0	2	0	110
April	19	2	5	0	0	0	26
May	33	7	6	1	1	0	48
June	32	11	9	3	0	0	55
Qtr. 2	84	20	20	4	1	0	129
July	37	11	9	0	3	0	60
August	40	10	21	0	3	0	74
September	31	9	11	0	0	0	51
Qtr. 3	108	30	41	0	6	0	185
October	47	5	15	1	3	0	71
November	24	5	14	1	2	0	46
December	18	3	9	1	1	0	32
Qtr. 4	89	13	38	3	6	0	149
Totals	349	71	131	7	15	0	573



Maryland
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Maryland - Fatalities By Month Date Comparison

Statewide			
Month	2022	2021	# DIFFERENCE
January	49	34	15
February	33	29	4
March	48	46	2
April	36	45	-9
May	51	55	-4
June	53	40	13
July	41	46	-5
August	57	68	-11
September	40	50	-10
October	57	52	5
November	40	58	-18
December	49	40	9
Totals	554	563	-9
Quarter 1	130	109	21
Quarter 2	140	140	0
Quarter 3	138	164	-26
Quarter 4	146	150	-4

-2%

Maryland - Fatal Crashes By Month Date Comparison

Statewide			
Month	2022	2021	# DIFFERENCE
January	41	33	8
February	33	26	7
March	48	43	5
April	33	41	-8
May	48	48	0
June	51	39	12
July	39	42	-3
August	54	63	-9
September	39	50	-11
October	53	48	5
November	36	56	-20
December	49	35	14
Totals	524	524	0

0%

*Preliminary ,twelve month data is subject to change.

Data from Susie Wellman's fatality counts, includes fatalities that are not yet included in the main database.

Maryland - Fatal Crashes / Fatalities By County

Date Comparison to December 31st

COUNTY	Fatal Crashes			Fatalities			
	2022	2021	#DIFFERENCE	2022	2021	#DIFFERENCE	
Allegany	8	9	-1	8	9	-1	
Anne Arundel	45	34	11	47	39	8	
Baltimore	62	75	-13	64	78	-14	
Calvert	8	8	0	8	8	0	
Caroline	5	3	2	6	3	3	
Carroll	7	5	2	9	7	2	
Cecil	18	16	2	21	16	5	
Charles	23	17	6	25	18	7	
Dorchester	4	2	2	5	2	3	
Frederick	30	23	7	30	23	7	
Garrett	6	4	2	6	6	0	
Harford	19	18	1	22	18	4	
Howard	29	31	-2	29	33	-4	
Kent	2	8	-6	2	10	-8	
Montgomery	44	40	4	48	43	5	
Prince George's	117	120	-3	122	130	-8	
Queen Anne's	4	4	0	4	4	0	
St. Mary's	8	17	-9	9	20	-11	
Somerset	3	4	-1	3	4	-1	
Talbot	4	5	-1	4	5	-1	
Washington	19	12	7	21	12	9	
Wicomico	10	12	-2	11	15	-4	
Worcester	11	10	1	12	12	0	
Baltimore City	38	47	-9	38	48	-10	
Totals	524	524	0	554	563	-9	
Fatal Crash	% Change		0%	Fatalities	%Change		-2%

*Preliminary ,twelve month data is subject to change.

Data from Susie Wellman's fatality counts, includes fatalities that are not yet included in the main database.

SB11_MCPA&MSA_UNF

Uploaded by: Natasha Mehu

Position: UNF

ADMINISTRATIVE PROCEDURE

STUDENT TRANSPORTATION

3541

Procedure No.

July 1, 2013

Date

-
- I. **PURPOSE:** To provide guidelines for the transportation of students on Prince George's County public school buses.
 - II. **POLICY:** Safe and efficient transportation services are essential to meet the educational objectives of the Prince George's County public school system. (Board Policy 3541)
 - III. **PROCEDURES:**
 - A. Students Eligible for Transportation
 1. Regular Students:
 - a. Middle school and high school students residing two (2) miles or more from their assigned school.
 - b. Elementary school students residing one and one-half miles (1½) or more from their assigned school.
 - c. Students who may be required to walk to a bus stop a distance equal to the walking distance of students in the non-transported area.
 - d. The adoption of new bell schedules and other policy changes may necessitate using comprehensive bus stop locations that are central to a population for a particular school in a particular area. Those students in FOCUS (CLE), vocational, technical or any other specialized programs may be asked to walk to those locations.
 - e. Students for whom unsafe walking conditions exist, as determined by the Director of Transportation or their designee, and the Prince George's County Police Department, Special Operations Division.
 - f. Students staying with a babysitter or at a day care center must meet the criteria of all other eligible riders. If the address of a babysitter or day care center is not within the student's residence attendance area, the student must then meet transfer policy requirements. Bus stops will only be placed at the door of commercial day care centers when

ADMINISTRATIVE PROCEDURE

STUDENT TRANSPORTATION

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Procedure No.

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Date

possible. Students at private babysitters will be assigned to the closest stop.

- g. Each school shall have a non-transported area which shall be determined by measuring the appropriate walking distance from the student's driveway, private lane, or sidewalk where it meets the public walkway or roadway to the nearest entrance of the school building. The distance shall be measured by the most direct traveled route and may be along public roads or walkways.
- h. FOCUS (CLE) bus routes may exceed one (1) hour riding time (one-way) due to large service areas.

2. Students with Disabilities

A student with a disability is one who has been identified by the Multidisciplinary Team (MDT) as disabled under the IDEA, or by the Section 504 Team as disabled under Section 504 of the Rehabilitation Act. A student with a disability may require specialized transportation as a related service to a public school, a non-public day school, or a residential school.

- a. Public Students
 - (1) Daily transportation will be provided from one a.m. pick-up to one p.m. drop-off location. The location must be a residence or day care center. Students may not be dropped off at parking lots, shopping centers, or other commercial establishments.
 - (2) An MDT or Section 504 meeting shall be convened if the student requires special transportation or specialized arrangements, such as the need to transport medical or other equipment. A representative from the Department of Transportation shall attend the MDT or Section 504 meeting to discuss the transportation needs.
 - (3) Students will be dropped off or picked-up at day care centers or babysitters only within the assigned school boundary based on the student's address. A transfer must be requested if the day care provider is outside of the school boundary area. Students will only be

ADMINISTRATIVE PROCEDURE

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provided with transportation if there is an existing bus. (See item 3 "Transfer Students")

- (4) One or more bus attendants may be provided by the Department of Transportation to the bus if the Director of Transportation deems it necessary, or if determined necessary by the MDT.

b. Non-Public Students

Daily transportation shall be provided for non- public day school students. Prince George's County Public Schools does not provide transportation to students privately placed at separate day schools. Only students placed at private, separate day schools through the Multidisciplinary Team (MDT) process are entitled to transportation.

c. Residential Students

- (1) Students enrolled in a five (5) day per week residential program shall be eligible for transportation to and/or from their home on weekends.
- (2) The parents/guardians of students placed in a seven (7) day per week residential program by Prince George's County Public Schools may be reimbursed the transportation expenses for up to four (4) round trips during each calendar year from the parent/guardian's Prince George's County residence to the residential school. Reimbursement shall be limited to the cost of the least expensive, appropriate mode of transportation available.

3. Transfer Students

A student who attends a school other than their boundary school as a result of a transfer is not entitled to transportation. A student who attends a school as a result of a transfer may ride an existing bus so long as space is available and the student demonstrates appropriate behavior on the bus. The student must board and disembark at the existing stop.

4. Other Students

ADMINISTRATIVE PROCEDURE

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Technical Academy students will be provided transportation to their approved assigned schools. Students may be required to embark and disembark at central locations in the interest of time and route efficiency.

5. Other Transportation

Transportation may be provided educational programs such as:

- a. Fields trips.
- b. Curriculum related swimming programs.
- c. Tutoring programs.
- d. Science Center programs.
- e. Overnight outdoor education programs.
- f. Work-study programs.
- g. Athletic teams.
- h. Summer School (disabled programs).
- i. Federal programs where federal funds provide transportation reimbursement.
- j. Summer programs approved by the Chief Executive Officer.
- k. Other programs as requested and approved.
- l. Students with disabilities may not be prevented from attending field trips because of the need for specialized transportation.

B. Unauthorized Riders

Unauthorized riders are not permitted on a school bus. Any person not a bona fide student of the school to which a bus is proceeding or from which a bus is departing is an unauthorized rider.

1. Parents are authorized to ride only if they:

ADMINISTRATIVE PROCEDURE

STUDENT TRANSPORTATION

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Date

- a. are in the parent-infant program,
 - b. are on a field trip bus acting as a chaperone,
 - c. are in the Head Start Program, or
 - d. have been authorized by the Director of Transportation or their designee to ride on the bus to assist with discipline problems.
2. Employees of the Prince George's County public school system shall not utilize a public school bus as a means of transportation either to or from work or for any other purpose whatsoever unless such employee is specifically authorized to ride such a public school bus in their capacity as a bus aide or chaperone.
- C. Other Related Procedures
1. Associate Superintendents, Instructional Directors, and Principals should refer to Administrative Procedure 5131.1, School Bus Conduct and Administrative Procedure 10101, Code of Student Conduct, for proper procedures related to disruptive students.
 2. Annually, each Principal shall discuss with all students the necessity for orderly conduct on school buses.
 3. After-school activity transportation may be provided for secondary students only. A request must be made by the Associate Superintendent, Instructional Director, or Principal for weekly hours, staying within budgetary guidelines.
 - a. An administrator or designee must be on duty at the bus loading area when the afternoon activity buses arrive.
 - b. Only students who remained after school with school personnel permission may be permitted to ride an after-school activity bus.
 - c. After-school activity buses may be required to make "centralized stops" because of time constraints and are to be covered.

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Date

4. Annually, each Principal shall ensure students are aware of safe bus loading and unloading procedures at bus stops. The procedures are as follows:
 - a. Elementary Students
 - (1) To the extent feasible, a safety patrol may be assigned to those bus stops where there are a considerable number of students waiting for the bus. Safety patrols should be encouraged to maintain order and to keep students on the pavement or the side of the roadway until the bus arrives.
 - (2) After the driver activates the lights, comes to a complete stop, and all traffic stops, the driver will then motion to the safety patrol to bring the children across the road.
 - (3) If no safety patrol is at the stop, the students should follow the same procedure and wait for their driver to motion them across.
 - b. Secondary Students

The proper procedure for middle schools and high schools will be the same as the elementary students without safety patrols.
 - c. Afternoon Drop-off
 - (1) The driver will activate lights and come to a complete stop.
 - (2) The driver will open the door, only after all traffic has stopped.
 - (3) The driver will motion the safety patrols and/or students to cross only after it is safe to cross.
 - (4) All students should cross at least ten paces in front of the bus.
5. Administrative Procedure 6153, Student Trips and bulletins referring to field trips will be distributed. Those procedures shall be followed by each school.
6. Associate Superintendents, Instructional Directors, and Principals shall refer to Administrative Procedure 3541.35, Evacuation of

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Date

School Buses, for proper procedures concerning annual evacuation drills.

7. Annual written requests should be submitted to the Director of Transportation for transportation for all programs other than to and from school and programs requiring field trip procedures. (Example: work-study buses, tutoring programs, Federal programs, etc.)
8. Prince George's County school buses shall be used for only those trips and programs for which they have been authorized. (Example: work-study buses are to be used for work-study programs, and work-study students only; Head Start trips should transport only Head Start students, etc.)

IV. **RELATED PROCEDURES:** Administrative Procedure 3541.35, Evacuation of School Buses; Administrative Procedure 5131.1, School Bus Conduct; Administrative Procedure 5146, Procedural Guidelines for Students Disabled Under Section 504 of Rehabilitation Act of 1973; Administrative Procedure 6153, Student Trips; Administrative Procedure 10101, Code of Student Conduct; and Bulletin S-49-03, Section 504 Medical Transportation Process.

V. **LEGAL REFERENCE:** Code of Maryland Regulations, 13A.06.07.

VI. **MAINTENANCE AND UPDATE OF THESE PROCEDURES:** This Administration Procedure originates with the Department of Transportation and will be updated as necessary.

VII. **CANCELLATIONS AND SUPERSEDURES:** This Administrative Procedure cancels and supersedes Administrative Procedure 3541, dated September 1, 2004.

VIII. **EFFECTIVE DATE:** July 1, 2013.

Distribution: Lists 1, 2, 3, 4, 5, 9 and 10

SB0011- ENT - OPP.pdf

Uploaded by: Nina Themelis

Position: UNF



BRANDON M. SCOTT
MAYOR

*Office of Government Relations
88 State Circle
Annapolis, Maryland 21401*

SB 11

March 23, 2023

TO: Members of the Environment and Transportation Committee

FROM: Nina Themelis, Interim Director of Mayor's Office of Government Relations

RE: Motor Vehicles – The Establishment of School Zones

POSITION: Oppose

Chair Barve, Vice Chair Stein and Members of the Committee, please be advised that the Baltimore City Administration (BCA) strongly opposes Senate Bill 11.

Senate Bill 11 will severely impact the implementation and operations of safety measures in school zones, specifically the deployment of automated traffic enforcement cameras. The legislation would hamper Baltimore City's efforts to improve safety within established school zones. Research conducted by Baltimore City Department of Transportation identified 163 automated speed enforcement cameras deployed within school zones surrounding Baltimore City Public Schools. Of the 163 locations, 87% are located beyond the 500-foot radius that Senate Bill 11 looks to establish, meaning impact to the City's existing automated speed enforcement program would be significant. As drafted, the legislation may require Baltimore City to remove and readvertise the vast majority of our automated speed enforcement locations – many of which were installed at the request of local communities.

The research is clear – automated speed enforcement cameras improve safety by encouraging drivers to travel at slower, safer speeds. A 2010 study showed that there is a reduction of the likelihood of a fatal and serious injury from 44% to 11% on corridors where automated speed enforcement cameras are operational (Wilson et al. 2010). Furthermore, additional research shows a clear correlation of crashes involving higher speeds leading to higher likelihood of dangerous and fatal crashes ([AAA Foundation for Traffic Safety, 2011](#)). Nationally, almost one-fifth of children 14 and younger killed in traffic crashes were pedestrians, and pedestrians are 1.5 times more likely than vehicle occupants to be killed in a car crash ([MDH, 2017](#)). As of 2019, the most recent year for which data is available, motor vehicle crashes were the leading cause of accidental child deaths in the state, accounting for 21 deaths or 12% percent of all child fatalities in Maryland (Maryland State Child Fatality Review, 2020).

Additionally, data collected by Baltimore City Department of Transportation's ATVES Division demonstrates the positive impact that automated speed enforcement facilities have on the corridors where they are installed. For example, in 2020 automated speed enforcement cameras were installed on both northbound and southbound directions of the 2500-2600 blocks of Harford Road, serving Reach Partnership High School. The speed limit for this portion of Harford Road is posted at 30 mph. This location began issuing citations for driving 12 mph or more over the speed limit in October of 2020, issuing precisely 1541 citations the first month of operation. More recently, data demonstrates a decline of monthly citations being issued to precisely 354 during the month of December 2022. Furthermore, the average rate of speed per citation dropped from 45.0 mph in October 2020 to 44.4 mph in December of 2022, meaning even cars that continue to speed are doing so at a slower pace. The reduction in speed along the corridor has undeniably improved safety for students commuting to and from Reach Partnership High School.

In summary, Senate Bill 11 would make it harder for Baltimore City to make our public streets and corridors safe for all road users. In recent years, Baltimore City has observed as significant increase in the number of traffic calming requests submitted by City residents – over 1400 unique traffic calming requests were submitted to Baltimore City Department of Transportation during calendar year 2022 alone. Ultimately, neighborhoods across Baltimore City desire action to mitigate aggressive speeding within established school zones. My administration is committed to meeting the demands of City residents towards making our streets safer.

For these reasons, BCA urges an unfavorable report on Senate Bill 11.

SB 11 - MoCo_Morningstar_OPP_House (GA 23).pdf

Uploaded by: Sara Morningstar

Position: UNF



Montgomery County

Office of Intergovernmental Relations

ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

SB 11

DATE: March 23, 2023

SPONSOR: Senator Sydnor

ASSIGNED TO: Environment and Transportation

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

POSITION: OPPOSE

Motor Vehicles – Establishment of School Zones

Senate Bill 11 would establish a school zone to be within a .5-mile radius adjacent to a school, unless recommended by a traffic engineering study. The bill specifies that a school zone may not exceed 500 feet approaching or beyond the school or its grounds, and further provides a 35 mile per hour maximum posted speed limit in school zones during the hours posted on designated school zone signs. Montgomery County opposes SB 11.

School zones are intended to provide a safer environment for children and their families to get to and from schools. Automated traffic enforcement is an integral component of those safety zones. There are currently 50 portable camera sites, and 20 fixed pole camera sites in designated school zones throughout Montgomery County. Under SB 11, each one of the County's School Zone Speed sites would need to be evaluated – and the cameras deactivated – while the perimeter restrictions are analyzed for compliance. This would involve a long and time-consuming process to determine where the schools' property lines are located and then measured to ensure that they are within 500 feet of a school building or its grounds.

The bill would further limit automated traffic enforcement to school zones with adjacent roads posted at a 35 mile per hour maximum speed limit. This would be a problem in Montgomery County which has some schools located next to roadways that are posted at 45 miles per hour. Trying to slow those drivers down by using automated traffic enforcement that is within 500 feet away from those schools would be virtually impossible and could create hazardous conditions for students and motorists, alike.

Montgomery County has tried hard to encourage greater walkability and bicycle use in our communities. As one of the first county governments in the nation to initiate a Vision Zero plan, we are committed to eliminating serious and fatal collisions on our roads. Senate Bill 11 would directly challenge our Safe Routes to School program and potentially place our students, school staff, and our surrounding residents at risk. We urge that the Committee adopt an unfavorable report on SB 11.

SB0011-ET_MACo_OPP.pdf

Uploaded by: Sarah Sample

Position: UNF



Senate Bill 11

Motor Vehicles – Establishment of School Zones

MACo Position: **OPPOSE**

To: Environment and Transportation Committee

Date: March 23, 2023

From: Sarah Sample

The Maryland Association of Counties (MACo) **OPPOSES** SB 11. This bill would shrink the current default size of a school zone in all counties from a half-mile radius to just five hundred feet from a school – *up to a 99% reduction in school zones*. There is no policy justification for this drastic decrease in safety measures. SB 11 would eliminate the many layers of pedestrian protection and roadway safety designed to keep students safe in areas where school bus service is necessarily limited.

Safety around schools should be the rule, not the exception. No Maryland families, or neighborhoods, have raised complaints that school zones – with their obvious markings and tools to promote safe driving – are unwarranted. However, SB 11, as amended by the Senate, requires extensive and expensive studies for nearly all of today's school zones to retain their protections available today.

Undermining public safety programs in these targeted areas sets an alarming precedent and puts communities at risk. There are three major concerns this bill represents for counties: the severe safety implications that come with a mandated loss of protected radius around a school; the high cost to adjust existing infrastructure for school zone boundaries and complete a traffic engineering study for every school in their jurisdiction; and the overlay of these factors onto an already challenging labor market for providing bus service.

This bill would effectively require the adjustment of timed speed limits, traffic easing mechanisms, safety signage, and other enforcement tools around all existing school zones. Specifically, reducing the use of speed cameras in neighborhood streets, a proven tool to combat unsafe driving patterns, is unwise public policy. There would be no remaining infrastructure to slow down a car before it is effectively on the school property.

Currently, school bus services do not typically operate within the neighborhoods immediately surrounding a school and those students generally use these roadways on foot, by bicycle, scooter, skateboard, etc. The acute labor-driven bus service shortage has limited the availability of buses in neighborhoods directly adjacent to school zones and, therefore, the number of students on the streets around schools has significantly increased. *Realistically, this bill would decrease the area protected as a school zone at a time when the safety demands in this area are increasing significantly.*

SB 11 would limit safety measures around our schools, in the areas where schoolchildren need them most. Accordingly, MACo urges an **UNFAVORABLE** report for SB 11.

SB 11 - OPP - PGCMA.pdf

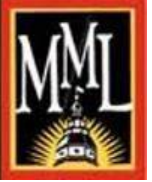
Uploaded by: Therese Hessler

Position: UNF



Prince George's County Municipal Association

An Association of 27 Municipalities



House Environment & Transportation Committee
SB11 – Motor Vehicles – Establishment of School Zones
Position: OPPOSE

SB 11 This legislation will reduce the school zone speed limit radius from a half-mile to one-tenth of a mile. It would essentially change speed limits in school zones from the current size to under 600 ft. of the radius around any school or school related property. Reducing the size of the protected area is expected to cause direct safety issues for students, faculty, and parents as they play, work, and travel in areas of the County that should be the most protected. The current established half-mile radius is more likely provide more protection for students.

In addition to the immediate safety risk to children and other pedestrians, Prince George's County will be responsible for the cost of placing and maintaining any new monitoring systems. Specifically, the bill authorizes the State Highway Administration or local authorities to establish more speed monitoring systems, local authorities (in certain circumstances, Prince George's County municipal corporations) shall be required to pay the State Highway Administration the cost of placing and maintaining signs and other traffic control devices on highways located with the corporate limits of the local authority when the State Highway Administration establishes the school zone at the municipal corporation's request.

The bill will have a fiscal impact on local governments if enacted. Local expenditures are expected to increase significantly to support altering infrastructure and relocating existing equipment and signage. Local enforcement procedures may also need to be modified.

For the foregoing reasons, the Prince George's County Municipal Association OPPOSES Senate Bill 11 and respectfully requests the Committee's consideration of its position.

Melinda Mendoza, President Prince George's County Municipal Association (PGCMA)

For more information, contact Therese Hessler at Ashlar Government Relations at therese@ashlargr.com or (301) 5032576.

SB0011 Timothy Meyer testimony.pdf

Uploaded by: Timothy Meyer

Position: UNF

March 21, 2023

Members of the Maryland General Assembly,

I write to you as the parent of two elementary school students in Prince George's County to express my **strong opposition** to SB0011. My personal assessment of this legislation is based on my own experience gained through four years of serving as a PTO president and vice president and the negative impact it would have on the community I have dedicated years to representing.

Our school, Mount Rainier Elementary, has spent several years working to make walkability a top priority and core part of our school identity.

We were the first school in Maryland to register for National Walk Bike and Roll to School Day this coming May. Our Walk to School Days have been featured in the PGCPS Climate Change Action Plan and on local TV news. We have sponsored artwork to promote walkability and our school is in the middle of a months-long effort to work collaboratively with local officials, our local police department and school leadership to create safer routes to school and *strengthen* our school zone. **This legislation would make our students less safe - and undo years of progress.**

Mount Rainier Elementary is in the middle of a residential community, with many of our students living within walking distance. However, that walk to school is already too dangerous, including the main street leading to our school doubling as a favored route for commuters to cut through our residential neighborhood to avoid the heavier traffic of other major roads. This legislation would take away what little school zone protections our students do have - and those most disproportionately and negatively impacted by these changes would be our lowest-income families living in apartment buildings furthest from our school, and with the longest, most dangerous routes to walk.

SB0011's definition of a school zone may work for schools elsewhere in Maryland where most students arrive by car or bus, but **it is dangerous and potentially deadly** for schools like mine. This issue is too complex - and neighborhoods throughout the state too diverse - for a one-size-fits-all statewide policy.

I have watched testimony and past hearings on this legislation, and respectfully, Senate sponsor Snyder's personal dislike of speed cameras in *his* neighborhood is not a valid reason to put my children or the other families of *my school community* at risk.

If drivers do not like speeding tickets, the solution is simple: stop speeding. **Public policy should not reward drivers who can't be bothered to yield to a child in a crosswalk or follow basic speed limits around our schools - and it must not prioritize speeders over school and student safety.**

This debate should be about much more than traffic cameras. School zones are essential to creating safe routes to and from school for children as young as age four. This legislation includes a provision for traffic engineering studies, but those can be prohibitively expensive. Public policy should never put a price on what our children's safety is worth – and **public safety must not be available only to students living in neighborhoods affluent enough to afford it.**

Creating walkable, bikeable neighborhoods has an even greater value.

It creates a sense of community. It strengthens families who share time walking each morning – and friendships among those who walk together. It promotes exercise and better health. And if we are truly serious about taking the personal actions necessary to combat climate change, walking takes cars off the road, lowers emissions, and sets a positive example for our children. But local governments and schools like mine cannot do our job and incentivize more parents and students to walk if Annapolis takes away the tools we need to keep our streets safe.

Thank you for your consideration – and **I strongly urge you to oppose SB0011.**

Respectfully submitted,

Timothy Meyer
Mount Rainier, MD

SB0011 - SHA - School Zones - LOI_FINAL_CO.pdf

Uploaded by: Patricia Westervelt

Position: INFO



Wes Moore
Governor
Aruna Miller
Lieutenant Governor
Paul J. Wiedefeld
Secretary

March 23, 2023

The Honorable Kumar P. Barve
Chair, House Environment and Transportation Committee
Room 251, House Office Building
Annapolis MD 21401

RE: Letter of Information – Senate Bill 11 – Motor Vehicles – Speed Limits – School Zones

Dear Chair Barve and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on Senate Bill 11 but offers the following information for the Committee’s consideration.

Senate Bill 11 would alter the definition of a school zone and codifies the State Highway Administration’s (SHA) regulations regarding the placement of school zone cameras on SHA right-of-way. Senate Bill 11 would also require that, should a school zone camera be placed outside of 500 feet approaching or beyond the school building or grounds, it must be recommended by a traffic engineering study.

The SHA operates all non-tolled and numbered roads in the State. Any infrastructure, including school zone speed cameras, that is placed on SHA right-of-way by another political subdivision must be reviewed and approved by SHA before installation. The respective political subdivision’s designated agency submits a permit to SHA to determine if the prospective camera location meets the criteria outlined in current SHA regulations.

With the change proposed by Senate Bill 11, the SHA would have to conduct an inventory of permitted school zone cameras that are currently deployed and determine if the cameras are compliant. There is a possibility that some of the cameras deployed may have to come down or be moved if traffic studies cannot justify the current placement of the camera.

The Maryland Department of Transportation respectfully requests that the Committee consider this information as it deliberates on Senate Bill 11.

Respectfully submitted,

Mitch Baldwin
Acting Deputy Director
Office of Policy & Legislative Services
Maryland State Highway Administration
443-310-1056

Pilar Helm
Director
Office of Government Affairs
Maryland Department of Transportation
410-865-1090