

# **HB 487 - NTSB statement.pdf**

Uploaded by: Blackistone, Steve

Position: FAV



*Statement of*

National Transportation Safety Board

*To the*

Committee on Education, Health, and Environmental Affairs  
Maryland Senate

— *On* —

House Bill 487

Education – School Construction – Pedestrian Safety Plans

—

Annapolis, MD • March 18, 2021



*An Independent Federal Agency*

The National Transportation Safety Board (NTSB) appreciates this opportunity to provide you with information regarding its special investigation report on pedestrian safety, and especially our call for the increased use of pedestrian safety action plans.

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation – railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents it investigates and makes safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety, such as our work on pedestrian safety. The recommendations that arise from our investigations and safety studies are the NTSB’s most important tool for saving lives and preventing injury.

In 2018, the NTSB released a [Special Investigation Report: Pedestrian Safety](#). This report followed our 2016 public forum addressing pedestrian safety. At that event, experts from around the country discussed the data we need to better understand the risks, technology that could prevent vehicles from hitting people, and highway designs that offer safer roads or paths for pedestrians. Following that initial public meeting, we conducted more than a dozen investigations into pedestrian deaths in order to gain insight into how we can prevent these deaths from happening.

This study led NTSB to make 11 safety recommendations addressing a variety of countermeasures. Among these, we addressed the importance for state and local transportation planners to develop municipal pedestrian safety action plans that develop a network of safety improvements. Transportation planners and engineers in local jurisdictions are asking what steps they should take to better design streets and walking networks for pedestrian use. Although there is no recommendation addressed specifically to state and local governments, we did urge the Federal Highway Administration to “. . . promote municipal pedestrian safety action plans that develop a network of safety improvements. (H-18-47)”

Local pedestrian safety action plans seek to safely incorporate pedestrians into the transportation network. Plans developed by municipalities can focus resources to yield the greatest possible reduction in the number of pedestrians who are severely or fatally injured by motor vehicles. The objectives of a pedestrian safety action plan are to establish a risk assessment framework, identify data requirements for selecting and evaluating actions, and prioritize countermeasures for increasing safety.

A plan for developing pedestrian safety action plans, prepared for the Federal Highway Administration and NHTSA by the Highway Safety Research Center at the University of North Carolina, calls for analyzing safety data, seeking public input, and coordinating the planning process. It also recommends engaging with citizen groups, local public agencies, affected private sector interests, and the media, as well as coordinating with other local plans.

In its study, NTSB reviewed pedestrian safety action plans developed by a number of states and municipalities and found cities have developed pedestrian safety plans that have proven effective. To cite one prominent example, in New York City, more than 50 percent of the people killed in traffic crashes from 2005 to 2009 were pedestrians. During 2010–2011, the city developed

a pedestrian safety action plan, which it updated in 2014. At NTSB's 2016 public forum, representatives of the New York City Department of Transportation described their work in data analysis, planning, and community outreach aimed at reengineering the urban environment for pedestrian safety. In the city's 2018 Vision Zero report, the mayor noted that where major engineering changes had been made since 2005, fatalities had decreased by 34 percent—twice the rate of improvement at other locations in the city.

NTSB's study led to several important conclusions:

- Effective street designs for pedestrian safety are highly context-dependent and should be managed by local interests; however, states and cities would benefit from resources, tools, and funding support to develop and implement effective plans.
- The design guidance needed to develop effective pedestrian safety action plans is readily available to local transportation planners.
- Addressing the pedestrian safety design changes needed for many of our urban environments will take substantially more resources.

I hope this information will be valuable to the Committee as it considers HB 478.

# **Written Testimony \_ March18\_21\_Daphnis.pdf**

Uploaded by: Daphnis, Kristy

Position: FAV

WRITTEN TESTIMONY – March 18, 2021

**(HB 487), Education - School Construction - Pedestrian Safety Plans.**

**Senate Education, Health, and Environment Committee**

Testimony Delivered by: Kristy Daphnis, Chair, Montgomery County Pedestrian, Bicycle, and Traffic Safety Advisory Committee

Bill Position: Support

The Montgomery County Pedestrian, Bicycle, and Traffic Safety Advisory Committee (PBTSAC) supports House Bill 0487, *'Education - School Construction - Pedestrian Safety Plans.'* The PBTSAC is a 17-member Advisory Committee, founded in County statute and tasked with advising the Montgomery County Executive and the Montgomery County Council. The Committee also occasionally provides views on State legislation.

HB 0487 is critical to providing students across the State of Maryland with options for safe pedestrian and bicycle routes to school. Currently, there is no requirement to plan for pedestrian infrastructure as a condition of State funding approval. The process of comprehensively considering pedestrian safety and infrastructure needs is often delayed, and the construction plans for schools are not adequate in their approach to integrating infrastructure that provides seamless routes for students who are within walking boundaries. This bill is important to the PBTSAC, because our Committee is engaged in efforts to reduce roadway deaths to zero ("Vision Zero"), and is interested in providing safe transportation options for all of Montgomery County's 1m+ residents - particularly those who are most vulnerable to traffic injuries or death, including (and especially) school-aged children.

**The Problem:** When School Systems and Transportation agencies plan for roadway infrastructure around newly constructed or renovated schools, this planning often happens too late and in a manner that is out of synch with the jurisdiction's capital improvement projects. This can result in beautiful new school facilities with poor transportation and traffic flow throughout boundary areas; and, desperately lacking safe pedestrian and bicycle access.

**To improve safety for our school-aged children, State-wide funding approval processes should include measures that require School systems and other agencies to collaborate with communities to fully assess the volume and impact on pedestrian and bicycle trips, and the associated infrastructure needs around new and significantly renovated schools. All students within walking boundaries of schools should be able to safely walk to school, especially if the school is new. A new school without a safe walking and biking route for students is a missed opportunity - especially if the lack of a safe route is due to poor planning and mismanagement.**

**HB 0487 would provide for reasonable mitigation of the problem.** The Bill would require School Systems to integrate pedestrian and bicycle safety planning early in the funding approval process for certain State-funded new school construction or significant renovations, and would require School systems to work with the community and other agencies to produce a comprehensive Pedestrian Safety Plan, including identification of infrastructure needs.

**The Montgomery County PBTSAC supports HB 0487, because it would:**

- Improve safety and pedestrian access for students at new or newly renovated schools across the State of Maryland, allowing the option for more students to walk or bike to school.
- Ensure community engagement on factors beyond the strict “4-walls” definition of the school facility itself. The pedestrian facilities and streets on and around school property provide important connections across the community, supporting and embracing the “Complete Neighborhood” concept, allowing walkability to key institutions and services (e.g., schools).
- Improve cross-jurisdictional coordination, including holistic planning and integration of capacity and infrastructure needs on both State and local roadways within school zones.
- Encourage improved stewardship of taxpayer dollars, by requiring thoughtful assessment of nearby infrastructure. The actions identified during this early planning and approval process would ensure that capital improvement projects are accounted for (and then executed) in the most efficient manner.

Thank you for your time and attention to this Bill. I urge you to consider supporting HB 0487, to help improve safety for children and communities around all State-funded new and newly renovated schools across the State of Maryland.

**BikeAAASupportsHB487-SchoolPedSafety-20210316.pdf**

Uploaded by: Korin, Jon

Position: FAV



# *Support HB487 School Pedestrian Safety Act*

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*Bicycle Advocates for Annapolis & Anne Arundel County  
P.O. Box 208, Arnold, MD 21012 [www.bikeaaa.org](http://www.bikeaaa.org)*

Senate Education, Health and Environmental Affairs Committee

March 16, 2021

Annapolis, MD 21401-1991

RE: SUPPORT HB487 School Pedestrian Safety Act

Dear Chairman and Members of the Committee,

I am a resident of District 33, president of Bicycle Advocates for Annapolis and Anne Arundel County (“BikeAAA”), Chair of the Anne Arundel County Bicycle Advisory Commission, a League Cycling Instructor and an avid Maryland cyclist for over 20 years. On behalf of BikeAAA and it’s more than 1,000 members, we support House Bill 487. This bill will improve safe school routes across Maryland. It will also provide a foundation to strengthen Maryland jurisdictions ability to obtain federal and other grants that support safe routes to school.

Here in Anne Arundel County and across Maryland, thousands of children walk or bike to their schools on Bike/Walk to School Day. Unfortunately, many require police escort on busy roads. If we provide more safe routes, more children will be able to bike or walk on a regular basis. Teachers will tell you that children that bike or walk to school arrive more energized and ready to learn.

This bill is consistent with the recommendations of the 2017 Maryland Bicycle Safety Task Force which I served on. Safe bicycling promotes health, reduces traffic, improves the environment and stimulates economic growth.

Could there be a more aligned bill for children’s Education, Health & Environment? Please provide a Favorable Report.

Sincerely,

Jon Korin

President, Bicycle Advocates for Annapolis & Anne Arundel County

Tel: 443-685-4103

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# **HB487 testimony.pdf**

Uploaded by: Regan, Melissa

Position: FAV

January 25, 2021

Maryland General Assembly,

Nationally, 25,000 children are injured each year in school zones and 100 are killed according to the Transportation Research Board. Maryland can take steps to minimize these traumatic events and tragedies.

Students should have a safe way to arrive and dismiss from school. Some students walk to school but are in danger if there are sidewalks missing, speed limits too high, or intersections are without lights or crosswalks. Some students take a bus because the roadways are too dangerous. Some students are driven to school by parents because the pathways are too hazardous (then increase problems with a crowded parent drop off loop). Walking home from school should be safe too - often older students stay after school for clubs and teams and it's darker in the late afternoon. Do the intersections give enough time for the student to get across the road? If not, a driver is likely to turn into the student accidentally.

All of these aspects pertain to the need for a safe, real school zone.

HB487 proposes including a student safety pedestrian plan in high density counties when a new school is constructed or renovated with a significant addition of students. Sadly, it takes legislation to insure the safe walking paths for our students. It's time we make every school area an actual safe zone and HB487 can start with new schools. I am in full support of this bill.

Melissa Regan

Germantown Pedestrian Safety Task Force

Seneca Valley High School PTSA Cluster Coordinator

# **HB487\_Solomon\_FAV\_EHE Testimony.pdf**

Uploaded by: Solomon, Jared

Position: FAV

JARED SOLOMON  
Legislative District 18  
Montgomery County

Appropriations Committee

Subcommittees

Education and Economic Development

Oversight Committee on Personnel



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THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

**Sponsor Testimony on HB 487 – The School Pedestrian Safety Act**

Chair Pinsky, Vice Chair Kagan, Colleagues,

Thank you for the opportunity to present today on my legislation HB 487, the School Pedestrian Safety Act, which passed the Appropriations Committee and the House of Delegates with large bipartisan votes.

Crossing the road can be a dangerous undertaking in Maryland. Almost everyone is a pedestrian at one time or another so pedestrian safety affects all of us. Multiple challenges face us as we work to keep pedestrians safe – communities and neighborhoods built without crosswalks, young students walking to school, distracted cell phone users not paying attention, and a road network designed for speed and cars not walkers and bikers. It is time for schools, parents, and communities to work together to ensure safe routes for all pedestrians, particularly families and students walking to and from school.

According to the National Highway Traffic Safety Administration:

- There was a more than 3% increase in the number of pedestrians killed in traffic crashes in 2018, totaling 6,283 deaths -- the most deaths since 1990.<sup>i</sup>
- In 2017, a pedestrian was killed every 88 minutes.<sup>ii</sup>

In Maryland, the number of pedestrian fatalities continues to mount. According to the 2018 Maryland Pedestrian Safety Program Area Brief issued by the Motor Vehicles Administration:

- Overall, the number of pedestrian crashes and those resulting in injuries and/or fatalities have increased in Maryland over the past five years.<sup>iii</sup>
- Fatalities are highest among pedestrian-involved crashes. Annually, Maryland drivers are involved in over 3,000 pedestrian crashes, and nearly 92% of those result in injury or fatality.<sup>iv</sup>
- Nearly one out of every five people killed in Maryland in a traffic accident was a pedestrian.<sup>v</sup>
- The fall season, when school is getting into full swing, accounts for the highest number of total pedestrian crashes.<sup>vi</sup>
- Since the beginning of the pandemic, there have been fewer cars on the road, but the rate of speed has increased dramatically. According to the Maryland State Police, 69% of speeding citations issued from March 16 to April 17 cited drivers exceeding posted speed limits by 20 mph or higher. More than 375 citations noted speeds of 90 mph or more.<sup>vii</sup> This reckless driving will pose a real danger to our students once they return to school.

Pedestrians should feel safe at all times for making environmentally friendly choices of choosing

to walk places instead of relying on transportation. But in reality, on average, more than 3,000 pedestrians are injured annually in Maryland and nearly 100 are killed.<sup>viii</sup> Of those 3,000 pedestrian injuries, 578 of them were children below the age of 19, and nearly half were hurt walking to or from school.

This bill is simple and straightforward. It requires school districts to develop pedestrian safety plans as part of the school construction process when building new schools or building significant new additions to existing schools.

Specifically, the bill requires that:

- 1) School districts seeking state funds for the construction of a new school or additions to an existing school, which would increase the capacity by more than 100 students, to submit a pedestrian safety plan to the IAC;
- 2) The safety plan must identify existing and potential safe routes for students to walk or bike to school;
- 3) The safety plan must evaluate existing infrastructure, including sidewalks, along current and potential routes to determine if increased capacity is needed;
- 4) An analysis of existing and potential school zones, including the need for expanding school zones on state and county roads; and
- 5) Schools districts must submit documentation of public participation related to the safety plan including minutes from a public meeting.

This all must be done in collaboration with local Departments of Transportation and the State Highway Administration as needed. By bringing together schools, community stakeholders, students and parents, this bill provides a critical step forward in developing comprehensive plans to protect our children as they travel to and from school.

After reaching a compromise to accommodate rural counties, the bill passed with large bipartisan support this year and last year. Unfortunately, because of COVID, the bill did not have time to be considered in the Senate in 2020. I hope you will give HB 487 full consideration and would ask for a favorable report.

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<sup>i</sup> "Pedestrian Safety." NHTSA, October 24, 2019. <https://www.nhtsa.gov/road-safety/pedestrian-safety>.

<sup>ii</sup> Ibid

<sup>iii</sup> Maryland Vehicle Administration "Pedestrian Safety in Maryland." Glen Burnie, PDF. 2018.

<sup>iv</sup> Ibid

<sup>v</sup> Ibid

<sup>vi</sup> Ibid

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<sup>vii</sup> <https://www.thebaynet.com/articles/0520/maryland-pedestrian-fatalities-decrease-in-2019-overall-roadway-fatalities-increase.html#:~:text=Glen%20Burnie%2C%20Md.,compared%20to%20133%20in%202018>.

<sup>viii</sup> Montgomery County Department of Transportation. "Welcome to the Blair Walk Project." Spring, 2012

# **HB0487 Testimony (1).pdf**

Uploaded by: Utterwulghe, Luca

Position: FAV

Education, Health, and Environmental Affairs; March 18, 2021

Committee Chair Pinsky and Honorable Delegates,

I am a high school senior in Montgomery County and represent Montgomery County Students on Climate Action, a student-led advocacy group committed to furthering local efforts to curb the climate crisis. I testify in fervent support of Delegate Solomon's HB0487, or the School Pedestrian Safety Act.

As a young person in this county, I strongly feel the urge to articulate my concerns for my safety and advocate for policies that reflect my desire for a sustainable future. More than 3,000 pedestrians are injured annually in the state of Maryland, with approximately 100 killed. It must be noted that our most susceptible population to traffic-related pedestrian accidents are those under the age of 15, especially those who walk or bike to and from school. These statistics are frightening considering that I could become one of the 100, despite taking all of the necessary safety precautions, on one of my next bike rides.

Equally upsetting, however, is the fact that these fatalities deter students and community members from making the smart and eco-friendly choice of biking or walking. Our pedestrian infrastructure is currently not designed to facilitate the transition from contributing to unnatural greenhouse gas emissions to engaging in sustainable personal decision-making. We cannot call for environmentally-conscious lifestyle changes in Montgomery County if we have not taken the mandatory steps to first ensure a sense of safety.

In addition to the Bill's requirements for county board's seeking state funding to construct new schools or add onto existing ones to submit pedestrian safety plans and for thorough reevaluation of existing infrastructure, the Bill will necessitate an analysis of hazardous walk zones for school students. There are many students who live within walkable distance of their closest school, but who are bused across major roads for the sake of safe travel. This is (1) easily fixable and (2) inherently unsustainable. If school walk zones are evaluated for pedestrian suitability, slight infrastructure changes can be made to augment walkability and minimize the need for nonessential busing.

It is important that school communities have an opportunity to express their concerns regarding the safety of school walk zones, for they are the most impacted and knowledgeable about potential/existing hazards. HB0487 requires that public input is documented and integrated into safety plans.

To reiterate, HBO487 creates a crucially important plan to ensure pedestrian safety and, by extension, the feasibility of environmental sustainability. Thank you for your time.

With passion and urgency,

Luca Utterwulghe (Co-Founder, MoCo Students on Climate Action)

# **HB0487 for Senate - School Pedestrian Safety Act -**

Uploaded by: Jakuta, Joseph

Position: FWA

**Committee: Appropriations Committee**  
**Testimony on: HB0487 - "School Pedestrian Safety Act"**

**Organization: Climate Parents of Prince George's**  
**Person Submitting: Joseph Jakuta, Lead Volunteer**  
**Position: Favorable, With Amendments**  
**Hearing Date: March 18, 2021**

Climate Parents of Prince George's, supports HB 487, "School Pedestrian Safety Act" with amendments.

Schools that are safe to walk or bicycle to are an important asset for our children. Studies have found that increased physical activity leads to improved academic performance.<sup>1</sup> There is numerous evidence linking health and well being with increased physical activity.<sup>2</sup> As students age and mature, being able to access school on their own also allows for more opportunities for extracurricular activities, an increased relationship with the learning environment, and a greater sense of independence.

There are other benefits from decreasing the number of vehicles at schools, which would happen if schools were safer to walk or bike to. There would be a decrease in the amount of vehicles idling at pick up and dropoff, which cleans the air and is very important for people suffering from asthma.<sup>3</sup> Decreasing the number of vehicles also will lead to less accidents involving personal vehicles and students, which is a concern given the high rates of distracted driving that have been observed at schools.<sup>4</sup>

One aspect of what Climate Parents of Prince George's County is calling for is to end emissions from transportation in order to meet climate goals necessary in line with the science. While electric buses are clearly a major part of the solution, making sure that schools are easily and safely accessible by foot or bicycle is also a vital step in achieving this goal. And this legislation would lead us down that path.

We do have concerns with inclusion of the entirety of the "HIGH-DENSITY COUNTY" under the mandate. While we understand that it is much simpler to determine compliance, there are portions of some of the counties included, such as the Hereford Zone in Baltimore County and southern Prince George's County that are not developed enough to lead to successful walkable/bikeable schools. We would recommend relying on a metric based on housing density of the school zone to determine if compliance is necessary in these counties.

We also find that 5-324 (C)(3) should include an evaluation of bicycle parking and other needed infrastructure (e.g., repair racks). No one will bike to school if they cannot safely store their bike.

We encourage a FAVORABLE report with the recommended AMENDMENTS for this important legislation.

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<sup>1</sup> Center for Disease Control. 2010. "The Association Between School-Based Physical Activity, Including Physical Education, and Academic Performance." [https://www.cdc.gov/healthyyouth/health\\_and\\_academics/pdf/pa-pe\\_paper.pdf](https://www.cdc.gov/healthyyouth/health_and_academics/pdf/pa-pe_paper.pdf)

<sup>2</sup> American Heart Association. "What's the Link Between Physical Activity and Health?" <https://www.heart.org/en/health-topics/cardiac-rehab/getting-physically-active/whats-the-link-between-physical-activity-and-health>

<sup>3</sup> Department of Energy. "Reducing Vehicle Idling Time at School Helps Kids—and Parents—Breathe Easier." <https://www.energy.gov/energysaver/articles/reducing-vehicle-idling-time-school-helps-kids-and-parents-breathe-easier>

<sup>4</sup> Safe Kids Worldwide. October 2016. "Alarming Dangers in School Zones." [https://www.safekids.org/sites/default/files/alarming\\_dangers\\_in\\_school\\_zones.pdf](https://www.safekids.org/sites/default/files/alarming_dangers_in_school_zones.pdf)

**AACPS HB487 Pedestrian Plans OPP 3.18.21.pdf**

Uploaded by: Ortiz, Jeanette

Position: UNF



**HB487 EDUCATION – SCHOOL CONSTRUCTION – PEDESTRIAN SAFETY PLANS (SCHOOL PEDESTRIAN SAFETY ACT)**

March 18, 2021

EDUCATION, HEALTH, AND ENVIRONMENTAL AFFAIRS COMMITTEE

**OPPOSE**

Jeanette Ortiz, Esq., Legislative & Policy Counsel (410.703.5352)

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Anne Arundel County Public Schools (AACPS) opposes **HB487 Education – School Construction – Pedestrian Safety Plans (School Pedestrian Safety Act)**. This bill requires a local school board that is seeking State funds for the construction of a new public school or, for the renovation or addition to an existing school, under specified circumstances, to submit a pedestrian safety plan to the Interagency Commission on School Construction (IAC). Pedestrian safety plans must be developed in collaboration with the State Highway Administration (SHA) and county departments of transportation, and IAC must review submitted pedestrian safety plans in consultation with SHA.

While AACPS clearly supports the concept of safe and appropriate walking and biking routes to schools, the creation of a detailed pedestrian safety plan appears to be unwarranted. As AACPS does not have any control over sidewalks or bike paths that extend beyond the edge of our public school property lines, any identified gaps would be outside the school district's ability to remedy. As most county departments of public works and transportation already produce transportation functional master plans and routinely undertake walk-shed/bike-shed studies, such activities would appear to be more suitably placed in those departments. This is supported by the fact that county government, not the local board of education, has jurisdiction to acquire rights of way and make infrastructure improvements within communities.

The State will not participate in the cost of the study, so this bill is also an unfunded mandate for AACPS. The unfunded mandate would have an estimated fiscal impact of approximately \$30,000 per public school construction project site in order to have a transportation engineering consulting company undertake the requisite study, hold the public hearings, and produce the finished pedestrian safety plan report. Given that AACPS could potentially undertake five qualifying projects per year, it could amount to at least \$150,000 in unfunded expenditures per fiscal year.

Accordingly, AACPS respectfully requests an **UNFAVORABLE** committee report on HB487.

# **hb487 - Pedestrian Safety Plans (School Pedestrian**

Uploaded by: Sterrette, Dawana

Position: UNF

# BALTIMORE CITY PUBLIC SCHOOLS

**Brandon M. Scott**  
Mayor, City of Baltimore

**Linda Chinnia**  
Chair, Baltimore City Board  
of School Commissioners

**Dr. Sonja Brookins Santelises**  
Chief Executive Officer

**Testimony of the  
Baltimore City Board of School Commissioners  
In Opposition of  
House Bill 487  
Education – School Construction -Pedestrians Safety Plans  
(School Pedestrian Safety Act)**

**March 18, 2021**

The Baltimore City Board of School Commissioners understands the concerns that the sponsor brings forth in this bill. However, this bill is costly and challenging for a high density urban area, such as Baltimore City.

If a pedestrian safety plans are added as part of an architect/engineer's formal submission package, the cost would easily increase depending on the size of the property and the surrounding school zone since the work may encompass sidewalks, drainage, ADA access, signage, trees, and possibly lighting. This then requires professional engagement and other services which would include a civil engineer, landscape architect, architect, safety inspector; the internal engagement and enrollment teams; other external partners like DOT, Planning, and others.

One of the district's most significant challenges with the bill is that it is asking for non-school property spaces to be evaluated and potentially improved. Sidewalks beyond our sites and roads are typically not within the allowable fund expenditures because they are not school property. This means many other public agencies (DOT, Dept of Planning, DPW, etc.) would have to be involved, and the bill doesn't specify how those entities would have to partner with the school district to construct a cohesive plan.

In addition, because school designers typically do not have traffic study experience, other consultants would have to be engaged. This could increase the design fees, which could increase exponentially based on the size of the site. We estimate this to be in the order of \$40,000 for an average site in the City. This would create a significant civil engineering component to the projects. Considering the public hearing requirement, there is a cost implication there as well.

Finally, City Schools questions the ability for a high density urban area to even be able to do the items indicated. The current "Safe Routes to School Program" being managed by Inspire in Baltimore City focuses on improving the neighborhood within a quarter mile of the school, to create a safe route for students (not passing abandoned houses, dangerous situations, etc.). The legislation discusses sidewalk infrastructure, for example. While, perhaps, some of the sidewalks may need repair, in our urban area, many of the sidewalks go from property line to curb line. There is no way to expand that infrastructure.

For the foregoing reasons, the Baltimore City Board of School Commissioners urges an unfavorable report.

Dawana Merritt Sterrette, Esq.  
Director, Legislative and Government Affairs

Melissa Broome  
Director, Policy and Legislative Affairs

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