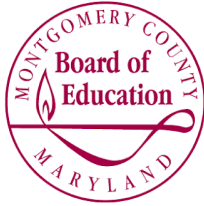


**HB0813 - MCPS - Fav 03\_10\_22.pdf**

Uploaded by: Danielle Suskind

Position: FAV



# MONTGOMERY COUNTY BOARD OF EDUCATION

*Expanding Opportunity and Unleashing Potential*

850 Hungerford Drive ♦ Room 123 ♦ Rockville, Maryland 20850

BILL: HB0813  
TITLE: Montgomery County - Speed and School Bus Monitoring Systems  
DATE: 3/10/2022  
POSITION: Support  
COMMITTEE: Environment and Transportation  
CONTACT: Danielle M. Susskind, Coordinator, Legislative Affairs  
[Danielle\\_M\\_Susskind@mcpsmd.org](mailto:Danielle_M_Susskind@mcpsmd.org)

The Montgomery County Board of Education (Board) **Supports** HB0813

Although this bill does not directly impact the Board, it does help to provide more safety for students. The Board supports this legislature's goal to create safer bus stops under the Board's platform value of relationships, which lists "supporting the physical, social, and psychological well-being of all students."

Montgomery County Public Schools was part of a workgroup with multiple county agencies and the sponsor on this bill and are in complete support of the bill.

For these reasons, the Board **supports** this legislation and urges a favorable report.

**HB813\_MDSierraClub\_fav - 10March2022.pdf**

Uploaded by: Josh Tulkin

Position: FAV



P.O. Box 278  
Riverdale, MD 20738

**Committee: Environment and Transportation**

**Testimony on: HB 813 – “Montgomery County – Speed and School Bus Monitoring Systems”**

**Position: Favorable**

**Hearing Date: March 10, 2022**

The Maryland Chapter of the Sierra Club supports HB 813, which would require the Montgomery County Department of Transportation (MCDOT), in conjunction with the State Highway Administration (SHA), to construct a median divider at each location on a state highway where more than 1,000 citations are issued during a 12 month period for violations recorded by a school bus monitoring system. The cost of construction for each median divider would be shared equally by MCDOT and SHA, except when the total amount of fines collected for citations at a particular location is insufficient to pay for MCDOT's share of the cost.

The bill also would eliminate the prohibition on using a speed monitoring system to enforce speed limits that have been decreased and would require fines collected as a result of violations enforced by speed monitoring systems to be used to increase safety at locations where high numbers of speeding violations are recorded.

HB 813 is needed because of the enormous number of drivers who violate the law by failing to bring their vehicle to a full stop when a school bus is stopped in the opposing lane, thereby endangering students who may be getting on or off the school bus there. Having median dividers installed at the locations where school buses stop on state highways -- where the violations frequently occur -- would lessen the danger to students by allowing them to disembark from their school bus onto a median divider vs. onto the roadway where traffic may unfortunately be speeding by.

The bill is also needed to slow down drivers on our roadways and enable speed monitoring systems to play a role in making this happen. We live in a car-centric culture where transportation planning, road infrastructure, and vehicle laws are largely focused on enabling cars and trucks to get to their destinations as swiftly as possible. Unfortunately, this has resulted in some drivers feeling they have priority on the road, and there are high rates of injury and death for pedestrians and bicyclists as well as vehicle drivers and passengers. According to the MDOT Motor Vehicle Administration's Highway Safety Office, there were 542 traffic fatalities in our state last year, including 132 pedestrian and bicycle deaths.

In summary, requiring median dividers to be built where safety problems now exist on our highways, and allowing speed monitoring systems to be used where speed limits have been decreased, would increase the safety of our roads by dramatically lessening potentially serious injury to people who may be entering or disembarking from a vehicle, walking, riding a bike or scooter, or riding in a car at that location. HB 813 would help bring about positive change. We urge a favorable report on this bill.

Brian Ditzler  
Chapter Transportation Chair  
[Brian.Ditzler@MDSierra.org](mailto:Brian.Ditzler@MDSierra.org)

Josh Tulkin  
Chapter Director  
[Josh.Tulkin@MDSierra.org](mailto:Josh.Tulkin@MDSierra.org)

Founded in 1892, the Sierra Club is America's oldest and largest grassroots environmental organization. The Maryland Chapter has over 70,000 members and supporters, and the Sierra Club nationwide has over 800,000 members and nearly four million supporters.

**HB 813 - MoCo\_Elrich\_SWA (GA 22).pdf**

Uploaded by: Marc Elrich

Position: FWA



OFFICE OF THE COUNTY EXECUTIVE

Marc Elrich  
County Executive

March 10, 2022

TO: The Honorable Kumar P. Barve  
Chair, Environment and Transportation Committee

FROM: Marc Elrich  
County Executive

RE: House Bill 813, *Montgomery County – Speed and School Bus Monitoring Systems MC 03-22*  
Support with Amendments

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I am writing to express my support with the amendments adopted by Montgomery County's State Delegation for House Bill 813, *Montgomery County – Speed and School Bus Monitoring Systems MC 03-22*. As introduced, House Bill 813 required the Montgomery County Department of Transportation in conjunction with the Maryland State Highway Administration to construct median dividers on roadways where high numbers of citations have been issued for passing a stopped school bus with its lights flashing. The bill also removed a provision that prohibited the placement of speed monitoring systems to enforce speed limits that have been lowered. Finally, the legislation dedicated speed monitoring system revenue to improvements at the specific location where that revenue was generated.

The amendments adopted by the Delegation substantially changed the bill for the better. Working in consultation with the bill's sponsor, the Montgomery County Department of Transportation worked collaboratively with the Montgomery County Police Department, the Montgomery County Public Schools, and our Vision Zero experts and developed solutions that will improve pedestrian safety, driver expectancy, and raise awareness of the current school bus camera law. The reporting requirements in House Bill 813 also align with Montgomery County's commitment to transparent and accountable enforcement programs. The County's recommended action plan is reflected in the amendments to House Bill 813.

I respectfully request that the Environment and Transportation Committee vote favorable on House Bill 813 as amended.

cc: Members of the Environment and Transportation Committee

# **HB0813 - SHA - Speed and School Bus Monitoring Sys**

Uploaded by: Patricia Westervelt

Position: INFO

March 10, 2022

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

***Re: Letter of Information – HB 813 – Montgomery County – Speed and School Bus  
Monitoring Systems MC 03-22***

Dear Chairman Barve and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 813 but offers the following information for the Committee's consideration.

House Bill 813 would require the Montgomery County Department of Transportation (MCDOT), in conjunction with the MDOT State Highway Administration (MDOT SHA), to construct medians at locations on state highways with two or more traffic lanes in each direction where there have been more than 1,000 school bus monitoring camera citations issued within one year. House Bill 813 would require construction costs for the medians be shared equally between MCDOT and the MDOT SHA; should the revenue collected from fines be insufficient to cover MCDOT's share of the cost, the MDOT SHA would be required to pay the remaining total.

The construction of medians within the MDOT SHA right-of-way may not address pedestrian safety concerns; a raised median may act as a speed deterrent, but if it is not constructed in the appropriate location, the median could result in an increase of motor vehicle crashes. If a flush median is constructed on the roadway, it will likely lead to increased travel speeds. Therefore, the MDOT SHA does not typically consider raised medians in roadways with speed limits greater than 50 mph.

Current law specifies that motorists traveling in both directions on a multi-lane roadway are required to stop and remain stopped when a school bus is loading or unloading children. However, should a multi-lane roadway be divided by a median, motorists traveling on the side opposite of the school bus are not required to stop. Most importantly, this presents a significant safety concern for children attempting to cross the median, as vehicles that continue traveling opposite the school bus would not be violating the school bus monitoring system.



The Honorable Kumar P. Barve  
Page Two

Lastly, adding a median to an existing roadway would likely expand the footprint of the roadway, which could result in right-of-way, utility impacts, and overall costs of a project. The additional use of materials such as concrete and asphalt would require stormwater management, which could lead to additional right-of-way impacts. Additionally, House Bill 813 does not provide a funding source for elements of project development including planning, design, utility relocations, and right-of-way acquisition.

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating House Bill 813.

Sincerely,

Nicole Stafford  
State Legislative Manager  
Maryland State Highway Administration  
410-303-5642

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