

Del Moon HB 356 FAV.pdf

Uploaded by: David Moon

Position: FAV

	FY18	FY19	FY20*	FY21*	FY22	FY23
Citations mailed	34,201	54,837	50,698	7,058	59,614	52,066
<i>Citations per active camera</i>	68	56	36	5	37	35
<i>Citations from opposite direction</i>	20,720	34,415	31,573	4,827	42,127	37,739
<i>Citations from same direction</i>	12,928	20,413	19,125	2,231	17,487	14,327
<i>Citations with direction not captured</i>	553	9	0	0	0	0
Total fines	\$8,549,750	\$13,708,125	\$12,674,500	\$1,764,500	\$14,903,500	\$13,016,500

*School closures during COVID-19 pandemic resulted in fewer bus trips.

Georgia Ave & Eastern Ave NW



7912 Georgia Ave

Silver Spring, Maryland



Google Street View

Sep 2023

See more dates

Georgia Ave



Georgia Avenue and Eastern Ave - Silver Spring

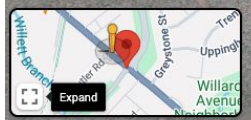
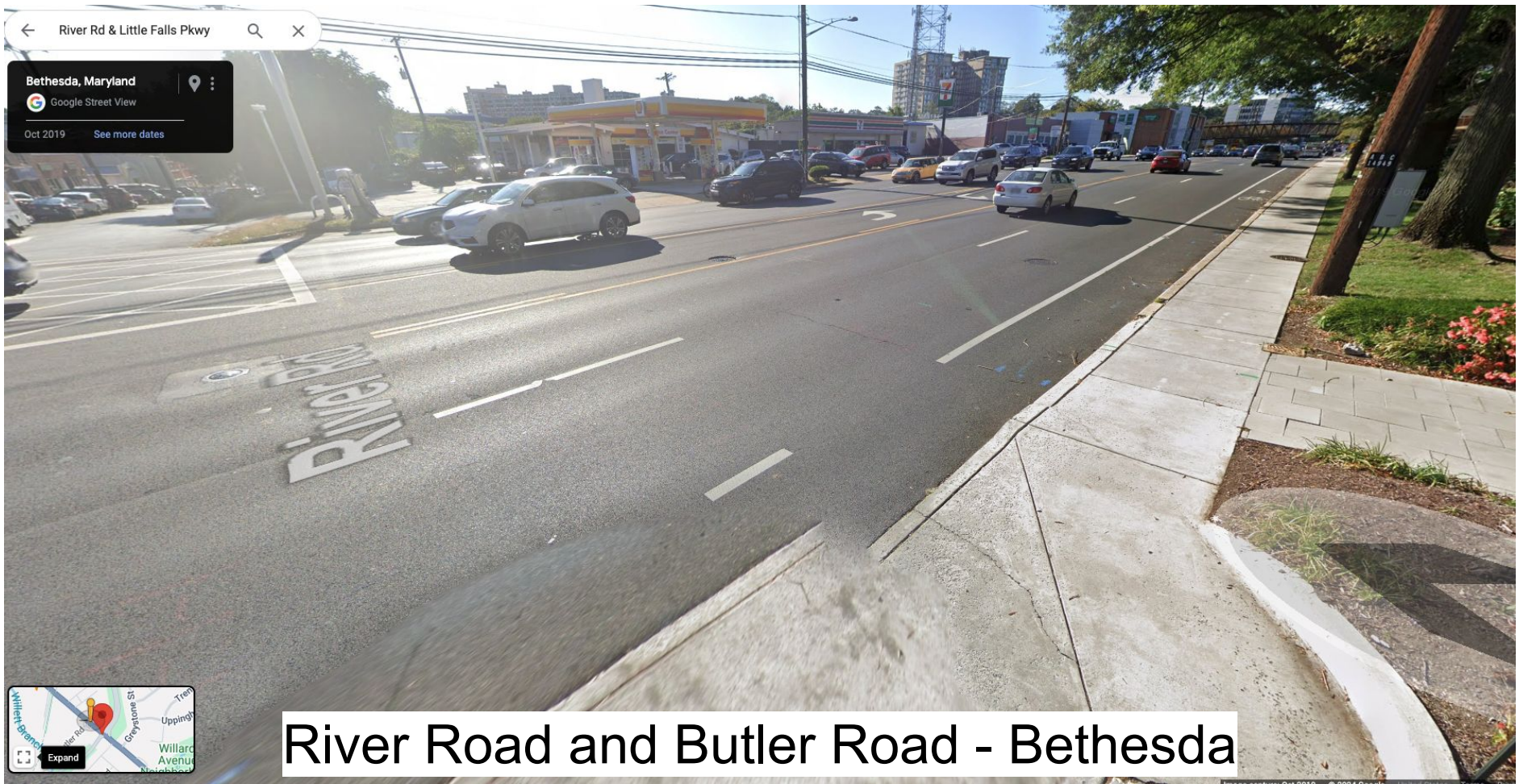


Figure 18. Georgia Avenue Bus Stop Locations

Georgia Avenue and Eastern Ave - Silver Spring

← River Rd & Little Falls Pkwy 🔍 ✕

Bethesda, Maryland 📍
Google Street View
Oct 2019 [See more dates](#)



River Road and Butler Road - Bethesda



Figure 4. River Road Bus Stop Locations

River Road and Butler Road - Bethesda

Arlington Rd & Elm St



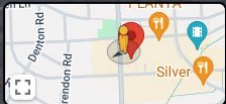
Bethesda Row



Google Street View

May 2019

See more dates



Arlington Road and Elm Street - Bethesda





Figure 6. Arlington Road Bus Stop Locations

Arlington Road and Elm Street - Bethesda



East-West Highway Bus Stop - Silver Spring



Figure 8. East-West Highway Bus Stop Locations

East West Highway Bus Stop - Silver Spring

Colesville Rd & Spring St



8811 US-29

Silver Spring, Maryland

Google Street View

Nov 2021

See more dates

COLESVILLE TOWERS

COLESVILLE TOWERS
MOVE IN NOW

LEASE TODAY

© 2023 Google

Colesville Road and Spring St - Silver Spring

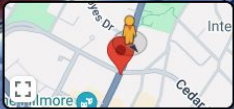




Figure 10. Colesville Road Bus Stop Locations

Colesville Road and Spring St - Silver Spring

Colesville Rd & Fenton St



8705 Colesville Rd

Silver Spring, Maryland



Google Street View

Nov 2021

See more dates



Google

Colesville Road and Fenton St - Silver Spring

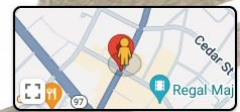




Figure 11. Colesville Road Bus Stop Locations

Colesville Road and Fenton St - Silver Spring



819 MD-193

Silver Spring, Maryland

Google Street View

Jul 2022

See more dates



University Boulevard East Stops - Silver Spring

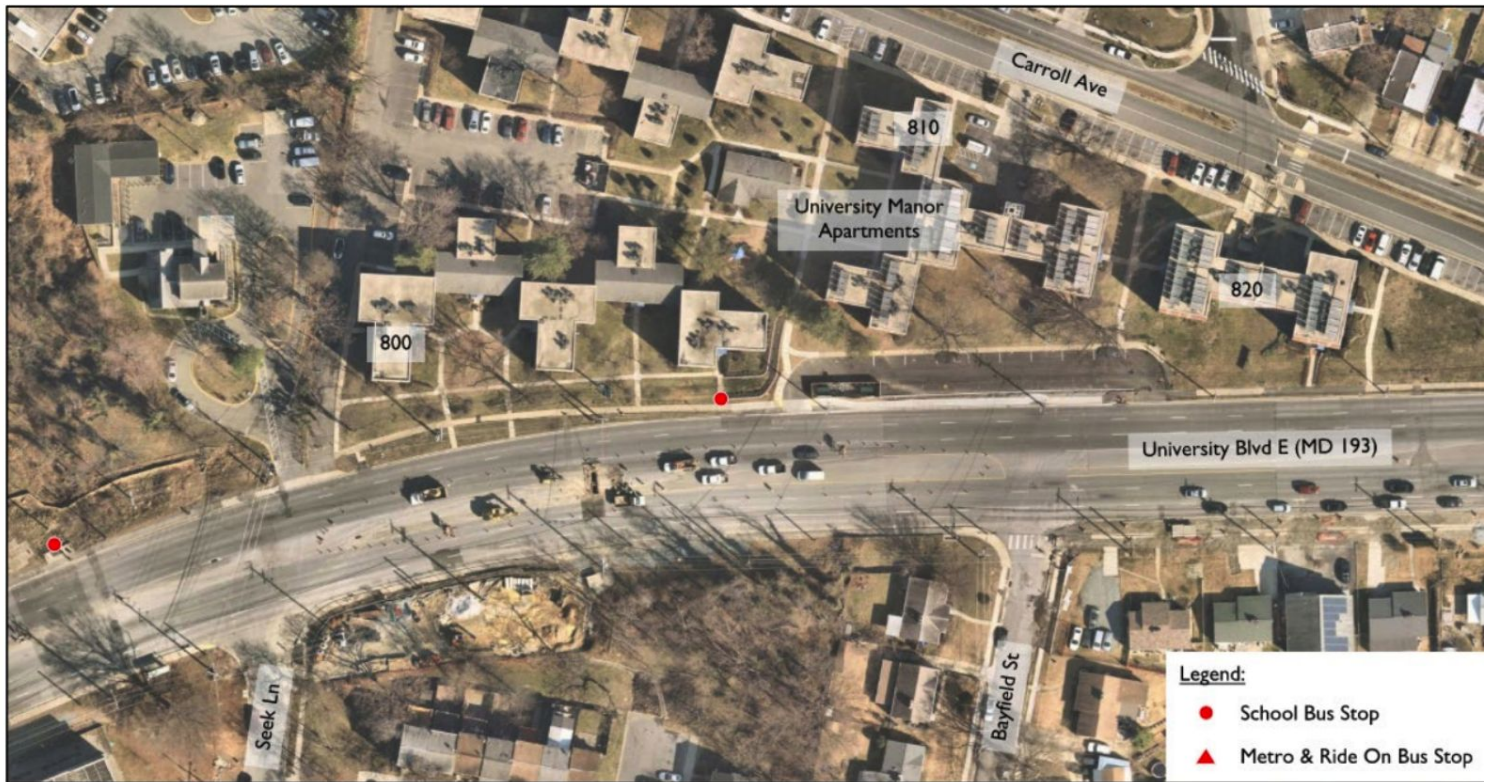


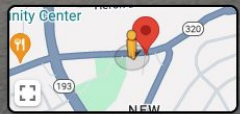
Figure 13. University Boulevard East Bus Stop Locations

University Boulevard East Stops - Silver Spring

Kodiak Dr & Piney Branch Rd



← 8855 MD-320
Silver Spring, Maryland
Google Street View
Oct 2019 See more dates



Piney Branch Road and Kodiak Drive - Silver Spring

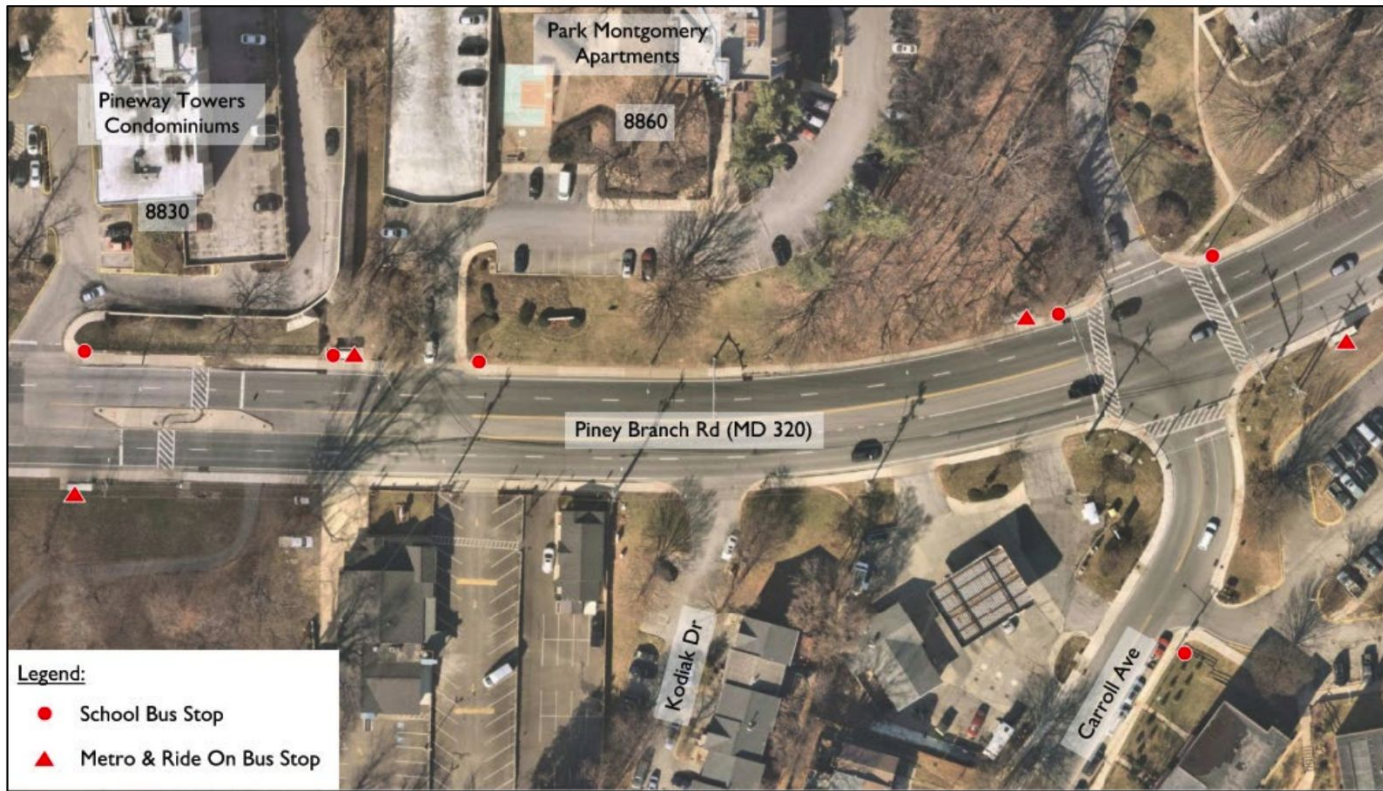


Figure 14. Piney Branch Road Bus Stop Locations

Piney Branch Road and Kodiak Drive - Silver Spring

HB_356_SchoolBusPhotos_Moon

Uploaded by: David Moon

Position: FAV

Satellite Image Examples of School Bus Violations on State Highways

1. Photo #1: The 8800 block of Piney Branch Road in Long Branch, with 1,661 citations



2. Photo #2: The 1400 block of East West Highway in Silver Spring, with 2,345 citations



3. Photo #3: The 8800 block of Colesville Road in Silver Spring, with 3,900 citations



Support HB 356.pdf

Uploaded by: Mark Meyerovich

Position: FAV

Support HB 356

Please give this bill a favorable report.

Once after driving on a two-lane (in each direction) River Road in Montgomery county I received an enormous ticket for supposedly not stopping for a school bus. The circumstances were:

- The school bus was stopped in a parking lot next to the OPPOSITE side of the road.
- The traffic was moving in both directions freely as most drivers could not see the stopped bus.
- My car was a random one that the bus camera had captured.
- At the time I had no recognition that a school bus was (un)loading students.

Such circumstances need to be investigated in more detail before punishing drivers for no violation.

Sincerely,
Mark Meyerovich
Gaithersburg, MD

MAPT Letter HB356 Hearing 2-8-24.pdf

Uploaded by: Jeffrey Thompson

Position: UNF



Re: HB356 School Bus Stops - Monitoring Cameras

Chairperson Korman and members of the Environment and Transportation Committee,

The Maryland Association of Pupil Transportation (MAPT) is an organization comprised of pupil transportation leaders and professionals from each Local Education Agency (LEA). MAPT is where you will find the most knowledgeable individuals involved in transporting Maryland school students on school buses.

MAPT has concerns regarding HB356 School Bus Stops - Monitoring Cameras and Safety Measures, and opposes the legislation in its current iteration.

Student safety is at the top of the list for creating a successful educational environment. One key area of student safety is school bus stops. We ask that this committee and the Maryland Legislature maintain a direct and simple message regarding stopping for school buses in the process of picking up or dropping off students. That message is: If a school bus is stopped with its red loading lights activated, all vehicles must stop!

HB356 takes away from that direct and simple message. It adds confusion and ambiguity. We are concerned that the proposed change sends the wrong message to motorists, students, and families that it is acceptable for vehicles to pass a stopped school bus whose red loading lights are activated.

Thank you for your time in reading the concerns from pupil transportation professionals regarding HB356 and we ask for an Unfavorable Report from the committee. Please feel free to contact me if you have any questions on this topic or any school bus related item. You can reach me at (301) 475 4256 ext. 34132 or by email at jktompson@smcps.org.

Sincerely,

Jeffrey Thompson
President

ALLEGANY – ANNE ARUNDEL – BALTIMORE CITY – BALTIMORE COUNTY – CALVERT – CAROLINE – CARROLL – CECIL – CHARLES – DORCHESTER – FREDERICK – GARRETT – HARFORD – HOWARD – KENT – MONTGOMERY – PRINCE GEORGE'S – QUEEN ANNE'S – ST. MARY'S – SOMERSET – TALBOT – WASHINGTON – WICOMICO – WORCESTER

HB 356.warning only for first offense of passing a

Uploaded by: John Woolums

Position: UNF

BILL: House Bill 356
TITLE: School Bus Stops – Monitoring Cameras and Safety Measures
DATE: February 8, 2024
POSITION: OPPOSE
COMMITTEE: Environment and Transportation
CONTACT: John R. Woolums, Esq.

The Maryland Association of Boards of Education (MABE) opposes House Bill 356.

MABE opposes House Bill 356 because it would dramatically reduce the critically important enforcement of violations by drivers passing school buses loading and unloading students. The bill would apply to instances in which a driver on a road with four or more lanes approaches and passes a school bus which is stopped and loading or unloading students in the opposite lane. The bill would mandate that all first-time violators of the law prohibiting this reckless behavior receive a warning rather than a citation and fine. Local school systems firmly believe that drivers on multi-lane roads without a median should continue to be held responsible for stopping and waiting for buses to load and unload students.

House Bill 356 would detract from the abilities of school systems and local law enforcement agencies to protect the health and welfare of Maryland's most precious resource, our students. In 2011, MABE strongly supported enacting a new law to authorize a law enforcement agency, in consultation with a local board of education, to place school bus monitoring cameras on local school buses. This law has empowered local law enforcement agencies to issue warnings or citations not to exceed \$250 to vehicle owners or drivers for failing to stop for a school vehicle that has stopped with its alternately flashing red lights operating in accordance with the Maryland Vehicle Law. As every driver should know, buses stopped for these purposes employ alternately flashing lights, and extending stop signs, and yet the numbers of drivers failing to stop in response to these obvious warnings are consistently alarming. The legislature has chosen to increase the maximum fine from \$250 to \$500 to strengthen the law to further enhance student safety.

MABE represents 24 local boards of education with a unified commitment to ensuring student safety in all school-related activities, and especially school bus safety. MABE opposes this bill because it would significantly weaken the enforcement tools available to local law enforcement agencies to respond to unsafe driving in close proximity to school buses clearly engaged in the loading and unloading of students.

For these reasons, MABE urges an unfavorable report on House Bill 356.

HB0356 - Monitoring Cameras and Safety Measures -

Uploaded by: Joseph Jakuta

Position: UNF

Committee: Environment and Transportation
Testimony on: HB 356 - "Monitoring Cameras and Safety Measures"
Organization: Climate Parents of Prince George's
Person Submitting: Joseph Jakuta, Lead Volunteer
Position: Unfavorable
Hearing Date: February 8, 2024



Dear Mr. Chairman and Committee Members:

Thank you for considering our testimony to HB 356, which creates an exemption to ticketing for certain individuals when they do not stop when school bus stop signs are extended and require the State Highway Administration (SHA) to conduct a safety assessment of school bus stops in one county in the state. 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.

Multiple-lane roads are some of the most dangerous roads to cross, especially for young children attempting to access a bus stop. To create a system that allows for drivers to put student's in danger with no repercussions is moving Maryland in the wrong direction when it comes to safe access to school bus stops.

Secondly, it is challenging to see why the provisions requiring SHA to assess unsafe bus stops are limited to Montgomery. SHA manages roads in every Maryland County as well as Baltimore City and it is NOT equitable that SHA would be required to conduct this study throughout Maryland. It is especially concerning since medians and pedestrian refuge islands can make crossing wide streets safer.¹ That only one county would benefit from this effort to increase safety while taking away an enforcement mechanism is problematic.

We do understand a bit where this is coming from, but think the solution is all wrong. If the idea is that drivers are unaware of new Maryland laws and should be left off with a warning. For one driver's are not required to show knowledge of new laws when they renew their licensees. It is probably one of the only licenses that Maryland issues where the recipient is not required to maintain their skills and knowledge in order to keep the privilege that comes with the license. Rather than having drivers test whether they are familiar with traffic laws as our kids are walking to the bus stop, why not have them demonstrate that they know what the laws are in order to renew the license that provides them the privilege to drive a car on our roads. It would make our kids and all of the other vulnerable road users safe.

But this legislation certainly does not.

We encourage a UNFAVORABLE report for this legislation.

1

<https://highways.dot.gov/safety/proven-safety-countermeasures/medians-and-pedestrian-refuge-islands-urban-and-suburban-areas>

MCPA-MSA-HB 356-School Bus Stops - Cameras and Saf

Uploaded by: Natasha Mehu

Position: UNF



Maryland Chiefs of Police Association

Maryland Sheriffs' Association



MEMORANDUM

TO: The Honorable Mark Korman, 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: February 7, 2024

RE: **HB 356 – School Bus Stops - Violations – Monitoring Cameras & Safety Measures**

POSITION: **OPPOSE**

The Maryland Chiefs of Police Association (MCPA) and the Maryland Sheriffs' Association (MSA) **OPPOSE HB 356**. This bill seeks to mandate a warning to be issued for a first offense, instead of a civil penalty citation, where a school bus monitoring camera records a motor vehicle during the commission of a violation, but only occurring on a road that has four or more lanes of traffic and with the violating vehicle traveling in the opposite direction of the school bus.

This bill, if passed, would have a statewide effect, but seems to address a perceived issue in only one jurisdiction. The current law in effect (Transportation Article 21-706.1) already allows local jurisdictions to issue a civil penalty citation OR a mailed warning to the owner (or driver under subsection (h)(5) of this section) of the vehicle. If the local jurisdiction wants to issue warnings in any circumstance, they may do that today.

It is unreasonable to mandate state-wide legislation for local jurisdictions to create a database system to identify vehicle owners and/or drivers to determine if they are first-time offenders. A state-wide mandate that a warning be issued for a first offense in any circumstance is logistically impossible since each local jurisdiction manages its programs independently, potentially through different vendors. If a violation occurred in one local jurisdiction, the other jurisdictions would not know. Even for tracking who has received warnings vs. civil penalty citations within a location jurisdiction, at least one school bus monitoring camera vendor used by local jurisdictions has advised this is not a feature or capability supported by their system.

The primary and most important purpose of stopped school bus enforcement is for the safety of our children. In the short time recorded school bus monitoring systems have been in place there have been many documented examples of near misses due to drivers not paying attention or flagrantly violating the law. This legislation does not change what is required and expected of drivers on the roadway. The purpose of recorded school bus monitoring programs is to enforce

the law equitably and to change driver behavior to protect and save the lives of our children. We would encourage and support local jurisdictions that want to initiate public education campaigns for their community to bring awareness to the laws surrounding stopped school buses. We would also encourage and support local jurisdictions to work together with the State Highway Administration, their local highway/roadway departments, and their school boards of education to identify appropriate and safe school bus stop locations, but we oppose this state-wide approach to what seems to be a local issue that can be addressed within the current law.

For these reasons, MCPA and MSA **OPPOSE HB 356** and request an **UNFAVORABLE** committee report.

HB0356-ET_MACo_OPP.pdf

Uploaded by: Sarah Sample

Position: UNF



House Bill 356

School Bus Stops – Monitoring Cameras and Safety Measures

MACo Position: **OPPOSE**

To: Environment and Transportation
Committee

Date: February 8, 2024

From: Sarah Sample

The Maryland Association of Counties (MACo) **OPPOSES** HB 356. This bill would require county law enforcement agencies to issue a warning instead of a citation for a certain school bus stop violation on state highways. This restriction involves only a violation that is recorded on a highway with four or more lanes by a vehicle traveling in the opposite direction of the school bus.

School bus monitoring systems have the distinct ability to capture violations by motor vehicles when they happen at dangerously close range to students, especially on state highways where the speed limits are higher than neighborhood streets. The great benefit of these programs is their ability to change behavior quickly and ensure that drivers exercise extreme caution when encountering a school bus. The civil fine that comes with these violations is a powerful mechanism to make sure residents abide by these laws.

A warning, without a civil fine, does not elicit the same response as when an actual penalty accompanies the violation. A first-time penalty is proven to drastically reduce recidivism rates immediately, advancing the true policy goal: safer roadways for students. Waiting for a second violation before applying a penalty leaves the possibility open for hundreds of thousands of drivers to make the mistake again, which simply serves to multiply the danger that students experience in these environments.

HB 356 would severely restrict the ability of counties to keep these bus stops safe and for this reason, MACo **OPPOSES** HB 356 and urges an **UNFAVORABLE** report.

01.31.24 LOO HB 0356 Joint.pdf

Uploaded by: Terry Hale

Position: UNF

Danielle Hornberger
County Executive

Steven Overbay
Director of Administration

Office: 410.996.5202
Email: dhornberger@ccgov.org



Jackie Gregory
Council President

Robert Meffley
Vice President

Office: 410.996.5201
Email: council@ccgov.org

CECIL COUNTY GOVERNMENT
Cecil County Administration Building
200 Chesapeake Boulevard, Elkton, MD 21921

January 31, 2024

The Honorable Marc Kroman
The Honorable Regina T. Boyce
Environment and Transportation Committee
Room 251
House Office Building
Annapolis, MD 21401

RE: HB 0356 – School Bus Stops – Monitoring Cameras and Safety Measures
Letter of Opposition

Dear Chairman Kroman, Vice Chair Boyce and Members of the Environment and Transportation Committee,

The County Council and the County Executive of Cecil County unanimously oppose HB 0356 - School Bus Stops – Monitoring Cameras and Safety Measures. The hearing on this legislation is scheduled for February 8, 2024.

It is our understanding that this legislation will require a law enforcement agency, under certain circumstances, to issue a warning rather than a citation for a failure to stop for a school vehicle that is recorded by a school bus monitoring camera; and requiring the State Highway Administration to develop a certain plan for improved safety measures at certain school bus stops in Montgomery County and to report its findings on or before December 31, 2024.

Cecil County has growing concerns on the safety of school children. This bill will adversely affect our children by not penalizing those drivers who do not heed the lights on a bus.

The County Executive and County Council of Cecil County respectfully request that the Environment and Transportation Committee send an unfavorable report on HB 0356.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Hornberger".

Danielle Hornberger
County Executive

A handwritten signature in blue ink, appearing to read "Jackie Gregory".

Jackie Gregory
President of County Council

HB0356 - SHA - School Bus Stops - Monitoring Camer

Uploaded by: Patricia Westervelt

Position: INFO

February 8, 2024

The Honorable Marc Korman
Chair, House Environment and Transportation Committee
251 House Office Building
Annapolis MD 21401

RE: Letter of Information – House Bill 356 – School Bus Stops – Monitoring Cameras and Safety Measures

Dear Chair Korman and Committee members:

The Maryland Department of Transportation (MDOT) offers the following information for the Committee’s consideration on House Bill 356.

House Bill 356 would require law enforcement to issue warnings for first time offenses related to automated school bus monitoring violations issued to vehicles traveling in the opposite direction on an undivided road with four or more lanes. Additionally, the bill requires the State Highway Administration (SHA), in consultation with law enforcement agencies, to identify high incidence locations for school bus camera violations along State highways in Montgomery County and develop a feasibility study and plan for improved safety measures at these locations. SHA must report its findings to various stakeholders in the county and the Montgomery County Delegation by December 31, 2024.

The SHA does not currently participate in Montgomery County’s school bus monitoring program and does not have access to violation data. For SHA to meet the requirements of House Bill 356, law enforcement would need to share the relevant data with SHA. In addition, SHA would need a clear definition of “high incidence” locations.

While House Bill 356 does not require SHA to construct medians at high incidence locations, the bill requires SHA to consider the feasibility of constructing medians on undivided State highways at locations with high incidence of violations. SHA cannot speak to the specific feasibility or costs of performing this work, as these will depend on the locations identified and the level of effort required to integrate medians at the site. However, the addition of medians on undivided highways would result in significant right-of-way needs along these corridors, which may require land acquisition or removal or modification of travel lanes. This has the potential to impact traffic patterns within the corridor and deny more reasonable, effective, and practicable safety countermeasures. Additional considerations for this type of work include utility relocations, relocation of bus stops, and impacts to transit and local amenities.

The Honorable Marc Korman
Page Two

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating House Bill 356.

Respectfully submitted,

Matt Mickler
Division Chief, Legislative Services
State Highway Administration
410-545-5629

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