

Del Moon HB 540 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 Avenue and Eastern Ave - Silver Spring

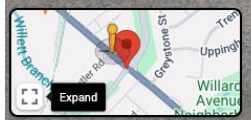
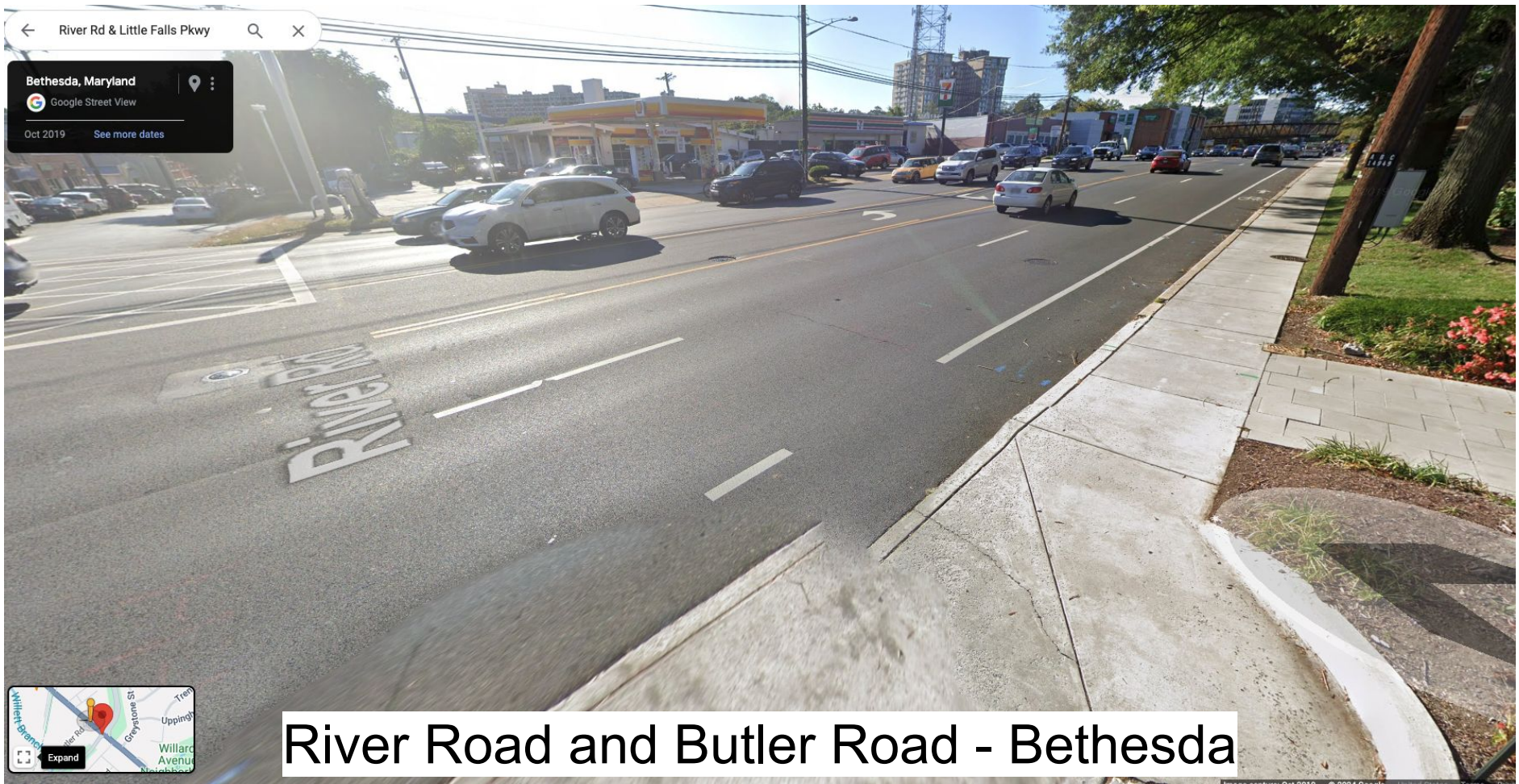


Figure 18. Georgia Avenue Bus Stop Locations

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



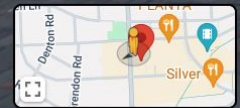
Bethesda Row



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 Road and Spring St - Silver Spring

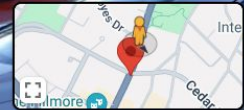




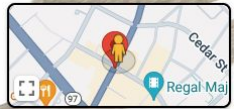
Figure 10. Colesville Road Bus Stop Locations

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

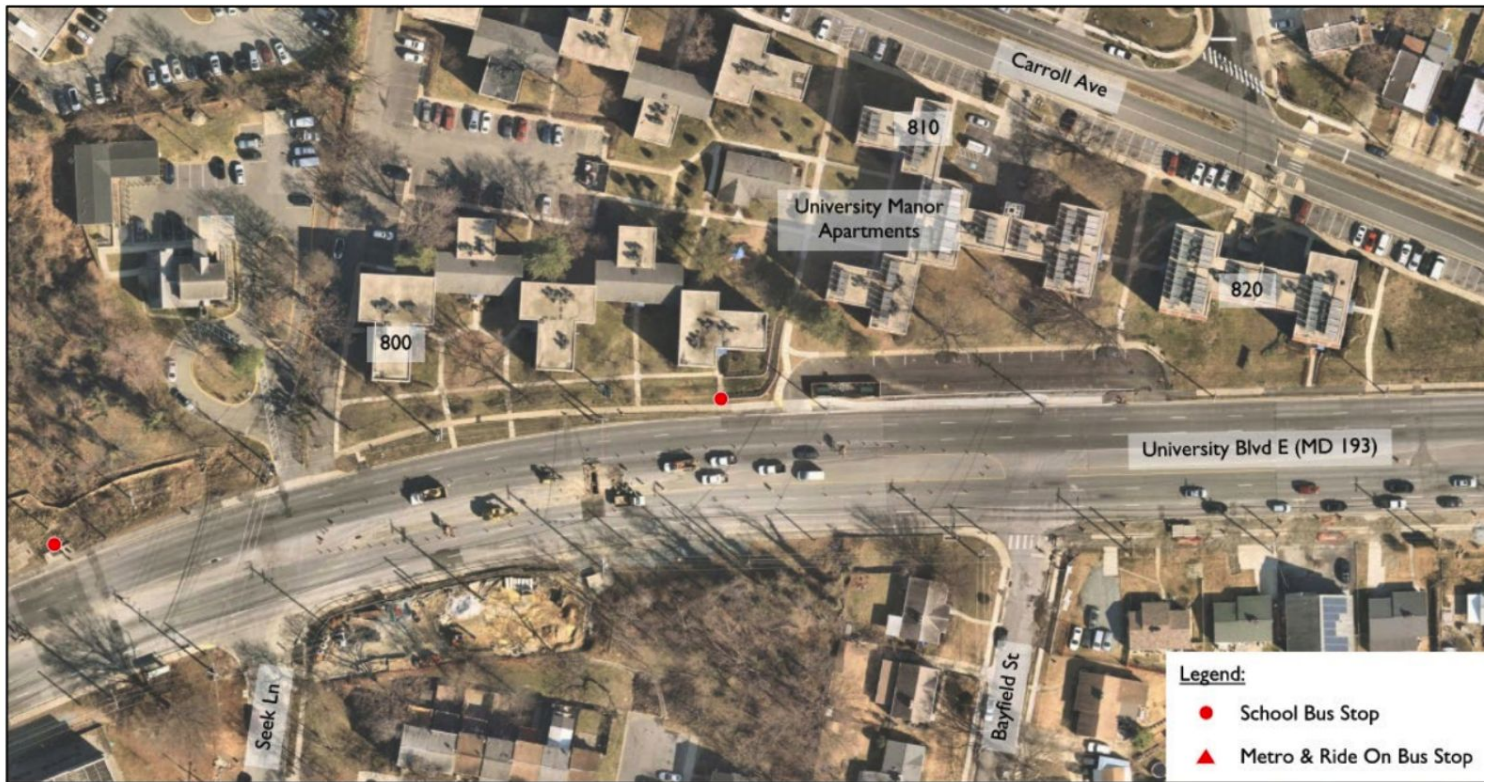


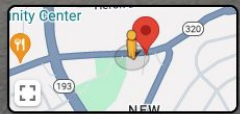
Figure 13. University Boulevard East Bus Stop Locations

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

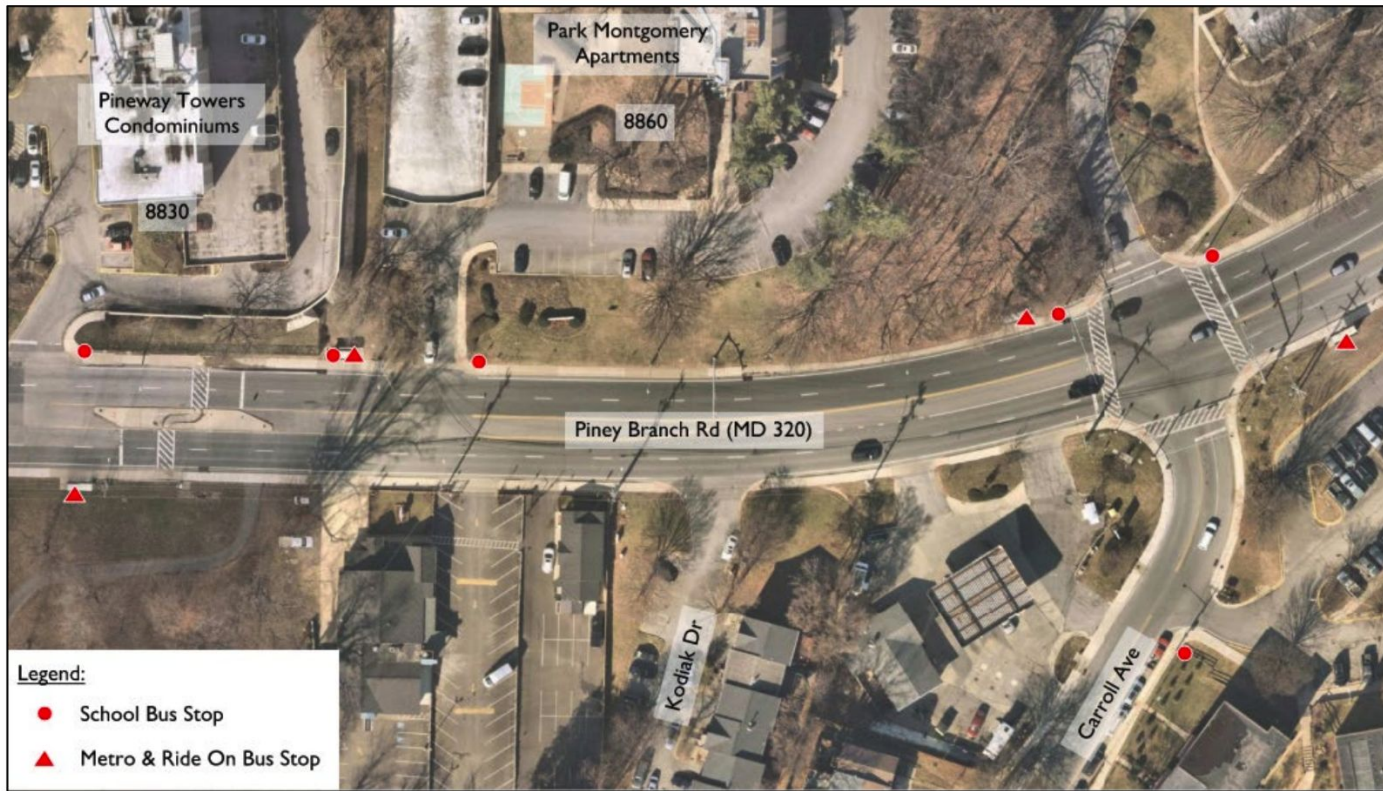


Figure 14. Piney Branch Road Bus Stop Locations

Piney Branch Road and Kodiak Drive - Silver Spring

MAPT Letter HB540 Hearing 2-8-24.pdf

Uploaded by: Jeffrey Thompson

Position: UNF



Re: HB540 School Bus Stops – Prohibited Locations

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 HB540 School Bus Stops – Prohibited Locations, and opposes the legislation in its current iteration.

HB540 would remove any school bus stop that is located on an undivided multilane highway. In many of these situations throughout Maryland, there exists a dwelling unit with a driveway intersecting directly with the highway. It would be impossible and impractical for a school bus to enter and turn around in individual driveways. Without the existing bus stops, many students would either lose access to school bus transportation or would be required to walk along a busy multilane highway to an alternative bus stop creating a major safety issue.

Please also keep in mind that COMAR 13A.06.07.14 sets up minimum routing requirements for Maryland public school buses. Part C states “On four-lane highways, students shall be picked up and discharged on the side of the roadway where they reside”. With this requirement, no public-school bus should ever be routed where there is a requirement for students to cross a roadway with 4 or more lanes of traffic. However, there may be situations where a school bus is routed for a same side only stop but students make the personal and unauthorized decision to cross a multilane highway to board a school bus or depart the school bus for time convenience. These situations should be addressed with the school administrator of those students and the transportation department for that LEA.

Thank you for your time in reading the concerns from pupil transportation professionals regarding HB540 and we ask for an Unfavorable Report from the committee. Please feel free to contact me if you have any questions on the topic of seat belts or any school bus related item. You can reach me at (301) 475 4256 ext 34132 or by email at jkthompson@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

HB0540 - SHA - School Bus Stops - Prohibited Locat

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 540 – Education – School Bus Stops – Prohibited Locations

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) offers the following information on House Bill 540 for the Committee’s consideration.

House Bill 540 prohibits, for a local jurisdiction where use of school bus monitoring cameras is authorized, the location of a school bus stop on any highway with five or more undivided traffic lanes unless 1) a school crossing guard is posted at the stop to assist students in crossing the highway or 2) a traffic control device that maintains a red signal while a student is boarding or exiting the school bus is placed at the stop.

While House Bill 540 does not require SHA to add new signals at the impacted bus stops located on State highways, SHA notes that the type of signal proposed is similar in cost to a new traffic signal. New traffic signals cost approximately \$250,000 per signal to implement, with an increased cost for more complex locations.

SHA considers multiple factors when adding new traffic control devices on State roads, including congestion, traffic diversion to roads not designed to accommodate increased traffic volumes, and safety. For example, traffic signals that primarily flash and only activate once or twice per day may hurt overall compliance, can lead to an increase in crash activity, and would require additional infrastructure to effectively support pedestrian activity and safety.

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating House Bill 540.

Sincerely,

Matt Mickler
Deputy Director (Acting)
Office of Policy and Research
Maryland State Highway Administration
410-545-5629

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