

# **SB 936 - Vehicle Laws - Bus Obstruction Monitoring**

Uploaded by: Brian Wivell

Position: FAV

# Amalgamated Transit Union Local 1300

126 W. 25th Street, Baltimore, Maryland 21218  
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**Proudly representing the transit workers of the MTA!**



## **SB 936 - Vehicle Laws - Bus Obstruction Monitoring Systems and Bus Stop Zones Favorable**

Senate Judicial Proceedings Committee

March 4th, 2026

ATU Local 1300 represents over 3,000 transit workers at the Maryland Transit Administration (MTA). This includes bus operators, bus mechanics, rail operators, rail maintenance workers, and more. Our members keep Maryland moving every day.

Bus lanes and bus stops only work effectively if the buses can use them as they were intended. The state invests money in bus stops and bus lanes, intending for them to be used by buses, but all too often people park their cars or block traffic. A full bus of transit riders may be held up by a single person driving their personal automobile. It's unfair and needs to be addressed through vehicle laws that realign the state's enforcements with its priorities.

Our goal is to get people where they need to be safely and efficiently. If that's the goal, then it only makes sense that drivers stopping, standing, or parking in bus stop zones should be subject to penalties. Only through real costs will drivers begin to realign their own behaviors. Similar policies already exist in the District of Columbia. In the nine months since the program was started the District issued \$15,000,000 in tickets to 147,000 vehicles.

We urge a favorable report for SB 936.

# **Testimony SB936.pdf**

Uploaded by: Christopher West

Position: FAV

CHRIS WEST  
Legislative District 42  
Baltimore and Carroll Counties

Judicial Proceedings Committee



Annapolis Office  
James Senate Office Building  
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410-841-3648  
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Chris.West@senate.maryland.gov

THE SENATE OF MARYLAND  
ANNAPOLIS, MARYLAND 21401

March 4, 2026

The Maryland State Senate Judicial Proceedings Committee  
The Honorable William C. Smith, Jr.  
2 East Miller Senate Office Building  
Annapolis, Maryland 21401

**RE: Senate Bill 936 – Vehicle Laws – Bus Obstruction Monitoring Systems and Bus Stop Zones**

Chair Smith, Vice-Chair Waldstreicher, and Members of the Judicial Proceedings Committee,

I am here to introduce SB936. This is my final bill of the year and, for that matter, the final bill of my legislative career in JPR. For this occasion, I am honored that our committee's Vice Chair, Senator Waldstreicher is co-sponsoring this bill with me.

This bill updates and strengthens Maryland's vehicle laws related to bus obstruction monitoring systems to include enforcement of bus stop zones.

Currently, based on a 2024 law, local jurisdictions and transit agencies have the option to operate bus-mounted automated systems to enforce parking restrictions in dedicated in bus lanes. That law also permits enforcement of bus stop illegal parking – but only in bus stops adjacent to a dedicated bus lane. In the real world, that means that very few bus stops across the state may be protected against illegal parking because there are very few dedicated bus lanes. It is hard to calculate, but it is likely that less than one percent of the state's bus stops are protected under the current law.

The existing statute renders the vast majority of the system open to parking in bus stops, leaving bus passengers, including many disabled and senior passengers, at risk of being unable to board or exit a bus safely.

This committee has heard testimony in previous sessions from disability advocates about the dangers of illegal parking in bus stops. When a bus is blocked by illegal parking and cannot pull up properly to a bus stop's sidewalk, the bus must board or accept riders in the street, where the gap between the bus and the street surface is significant, making it particularly difficult and dangerous for disabled and senior riders to get on and off the bus. Wheelchair users may choose to not board because of fear that the wheelchair ramp may tip backwards on a steeper boarding

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ANNAPOLIS, MARYLAND 21401

ramp. In DC, after WMATA implemented bus stop enforcement on routes, those routes saw a ten percent increase in wheelchair deployments from buses.

SB936 updates the law to replace references to a “bus lane monitoring system” with a “bus obstruction monitoring system” and establishes clear rules for enforcement in bus stop zones when transit vehicles are present.

Most importantly, SB936 prohibits stopping, standing, or parking a vehicle in a bus stop zone when a transit vehicle is present unless the driver has been authorized to stop, stand, or park there or unless the driver is actively loading or unloading passengers, in which case the vehicle’s hazard lights must be on. In this way, the bill provides clear expectations for motorists and improves safety for transit riders and pedestrians.

SB 936 modernizes Maryland’s traffic enforcement framework to reflect the realities of transit and to support safer, more efficient bus stop access. It strikes a balance between enforcement with fair notice and upholding the privacy of motorists.

I appreciate the Committee’s consideration of Senate Bill 936 and would be happy to answer any questions.

# **MGA 2026 Testimony Bill SB0936 (Bus Obstruction Mo**

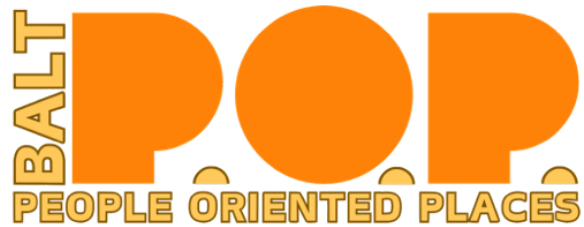
Uploaded by: Michael Scepaniak

Position: FAV

Bill: SB0936

Bill Title: Vehicle Laws - Bus Obstruction  
Monitoring Systems and Bus Stop Zones

Position: **Favorable**



Members of the Senate Judicial Proceedings Committee,

As a group which views public transit as being a preferred mode of transportation for maximizing the appeal and productivity of Baltimore and its closest-in suburbs, we support SB0936.

We put a lot of money toward our public bus system, as well we should. Every \$1 invested in public transportation tends to generate \$4 in economic returns. [1] But, in order to realize those returns, we need to allow the system to operate smoothly. To that end, it makes complete sense that **bus** lanes and **bus** loading zones be reserved and prioritized for use by **buses**.

To be honest, we're surprised that the provisions of this bill that make it illegal to obstruct a bus loading zone or bus lane aren't already in place. What's the motivation for allowing privately owned/operated trucks and automobiles to use our publicly-financed infrastructure as free parking - at the cost of impairing the performance of our bus system?

People need the bus to arrive on-time and get them to their destinations predictably and reliably. Allowing automobiles to obstruct the movement of our buses in those portions of the right-of-way that are **reserved** for those buses negatively impacts the productivity of thousands of people living in the Baltimore region.

The enforcement mechanism that this bill goes on to extend to our bus loading zones is the next logical step.

This bill is a simple, no-cost way to improve the performance of our public transit system.

We hope the committee finds these points helpful and convincing and we urge its members to **vote in favor of SB0936**. Thank you for your efforts and the opportunity for us to testify on this legislation.

[BaltPOP - Baltimoreans for People-Oriented Places](#)

References:

[1] Maryland Transit Administration. "MDOT MTA Encourages Commuters to Get on Board during 'Take Transit Week,' April 22-26". Apr 22, 2019.

<https://www.mta.maryland.gov/articles/238>

**030426- SB0936 Favorable - Reem Rayef - WMATA.pdf**

Uploaded by: Reem Rayef

Position: FAV

Washington Metropolitan Area Transit Authority  
Public Testimony in Support of SB 936 - FAVORABLE

Vehicle Laws – Bus Obstruction Monitoring Systems & Bus Stop Zones  
Senate Judicial Proceedings Committee  
4 March 2026



Chair Smith, Vice Chair Waldstreicher, and members of the committee, thank you for the opportunity to testify today. I am a Project Manager in the Government Relations Office at the Washington Metropolitan Area Transit Authority (WMATA, or Metro), and I am here to urge this committee's support for Senate Bill 936. This bill establishes a commonsense safety measure that supports bus service for Marylanders across the state: camera-enforced bus stop zones.

**Camera-Enforced Bus Lanes Support Fast & Reliable Bus Service**

In 2024, the Maryland General Assembly authorized transit agencies' use of bus *lane* enforcement technology – bus-mounted cameras that capture the license plates of drivers obstructing buses in bus lanes – so that drivers can be ticketed for illegally driving, stopping, or parking in designated bus lanes. In the absence of separated busways that physically divide buses from cars, this type of enforcement is essential; it makes the red paint on the asphalt meaningful to drivers, and when applied over sufficiently long stretches of road, it facilitates faster and more reliable bus service. In Washington, DC, where camera-enforced bus lanes are already in effect on more than 14 miles of bus lanes, median bus speeds in enforced lanes were 1 percent faster in 2025 than in 2023; meanwhile, DC-wide bus speeds slowed down by 12 percent in the same period. This means buses in enforced bus lanes performed 13 percentage points better than buses outside bus lanes – which translates to minutes of transit time saved for thousands of bus riders, and reliable service that customers can depend on for daily travel.

Once camera-enforced bus lanes are operational in Maryland in Montgomery & Prince George's Counties and Baltimore City, many bus riders in this state, too, will benefit from the time savings and reliability made possible when buses are not constantly stuck in traffic. However, the enforcement of bus lanes alone is not enough to ensure that everyone can benefit from fast and efficient bus service.

**Bus Stop Zone Enforcement is an Imperative Safety Measure**

Maryland has yet to authorize the use of bus-mounted camera enforcement in bus stop zones, the curbside area immediately surrounding bus stops. This means that drivers may drive, park, and idle at bus stops without consequences. When this happens while

**Washington  
Metropolitan Area  
Transit Authority**

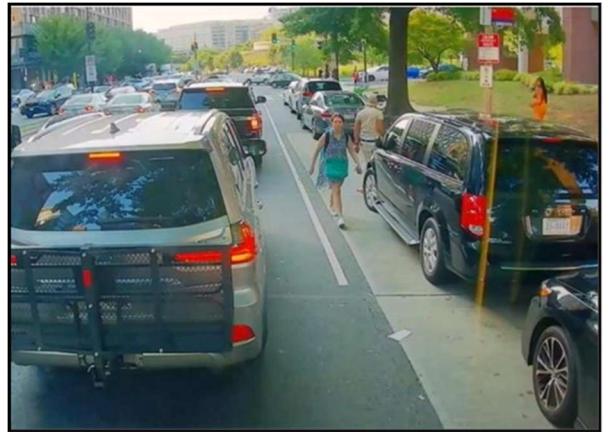
300 7th Street, SW  
Washington, DC 20024  
202-962-1234

[wmata.com](http://wmata.com)

*A District of Columbia,  
Maryland and Virginia  
Transit Partnership*

a bus is approaching the bus stop, a number of unsafe scenarios unfold – for drivers and for transit riders:

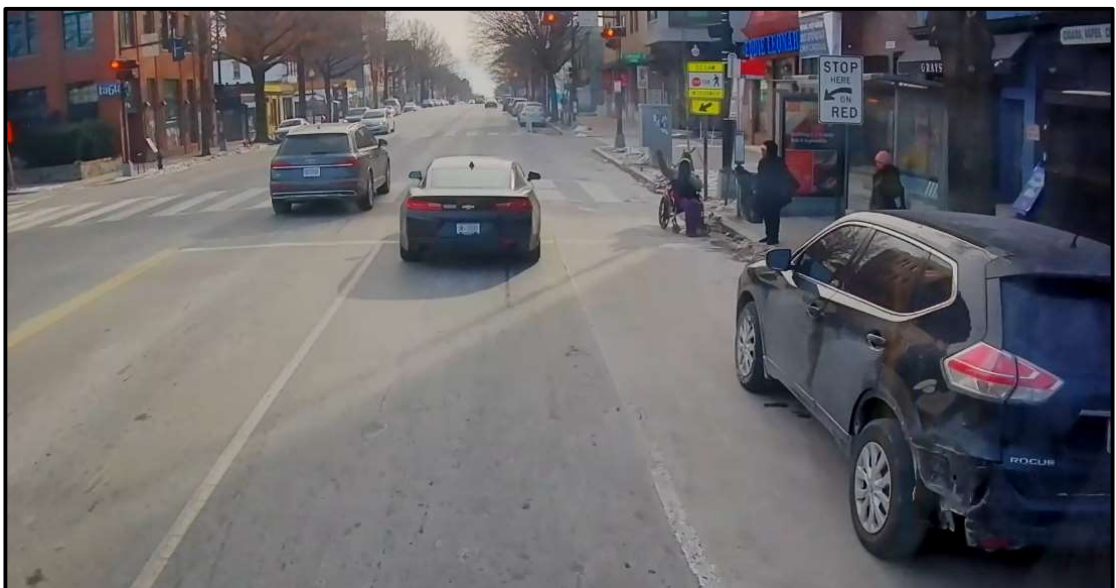
- 1) The bus is forced to obstruct traffic by stopping in the travel lane, causing drivers to behave erratically,
- 2) Disembarking and boarding customers are forced to walk into the street – and potentially moving traffic – to access the curb or board the bus, and
- 3) Operators cannot deploy the ADA ramp for customers in wheelchairs, or customers pushing strollers or carts, making boarding or disembarking treacherous at best, and physically impossible at worst.



*Left: A vehicle stopped at a bus stop at Ellsworth Drive & Georgia Avenue in Silver Spring forces customers to walk into the street to board the bus.*

*Right: A WMATA employee walks into traffic in Southwest DC to board a bus that was unable to reach the bus stop due to stopped and parked cars.*

*Below: A wheelchair user waits to board the bus in the street, due to a driver obstructing the bus stop at Georgia Avenue & Lamont Street in Northwest DC.*



As it stands, a single driver can create this disruption for *all* road users (including other drivers) and dozens of bus riders (including people in wheelchairs, people with vision impairments, elderly people, and people pushing children in strollers) without any consequences.

The burden of such disruption weighs heavily on people who rely on transit for their daily trips, a population that is disproportionately elderly, disproportionately disabled, and disproportionately low-income. Survey studies can help illuminate the human impacts of policy choices that make transit unviable for the people who need it most. A 2022 survey of travel behavior found that about 60 percent of American adults aged 18 to 64 with travel-limiting disabilities take fewer trips than they would like to, meaning that a lack of viable and safe transportation options forces adults with disabilities to skip trips to visit friends & family, shop, recreate, and more ([US DOT Bureau of Transportation Statistics](#)). A 2022 study found that 20 percent of American adults aged 65 or over who live in metropolitan areas are reliant on public transit to see their regular doctor ([Journal of the American Geriatrics Society](#)). A single car idling at a single bus stop – preventing the use of the wheelchair ramp or safe access from the sidewalk – is enough to preclude bus transportation as a viable option for a person with a disability visiting a friend, or an elderly person going to the doctor, or even a child taking transit to school.

Data demonstrates that full bus lane *and* stop enforcement make a real difference. In DC, when District Department of Transportation staff began issuing warnings to drivers using bus-mounted camera technology, bus stop violations fell from 22,500 in October 2023 to 15,200 in October 2024 – a 32 percent reduction in instances of bus stops being blocked by illegal stopping, standing, and parking: ADA ramp deployment rates can also provide a measure of the success of automatic bus stop enforcement: stops on routes with bus-mounted cameras saw a 27 percent increase in ADA ramp use by buses in 2025 compared to 2023, while non-enforced bus stops saw a 10 percent growth of ADA ramp use over the same period. This suggests that when bus stops are unobstructed, the ADA ramp can be deployed more effectively for those who need it.

Similar patterns emerge in Maryland. For a pilot demonstration of the potential impact of bus lane and stop enforcement on bus corridors in Maryland, Metro collected data on dedicated bus lane and bus stop infractions along 7 lane miles of Georgia Avenue in Montgomery County. Over the course of the approximately 6-month pilot from July 2024 to December 2024, two buses with enforcement cameras detected almost 800 events of non-permitted vehicles stopped at 45 Georgia Avenue bus stops. At a single stop, the northbound bus stop at Georgia Avenue and Ellsworth Drive in Silver Spring, bus-

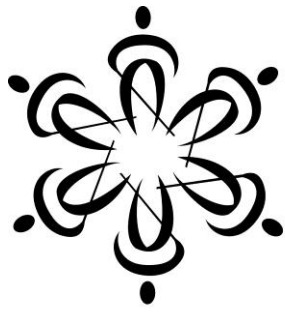
mounted enforcement cameras detected 95 events – or 12 percent of the total events recorded during the pilot. With the technology only on two Metro Buses, these numbers represent an undercount of the true reality faced by bus riders and bus operators on Georgia Avenue in Montgomery County. These events – each of them creating a hazardous environment for bus riders and motorists alike – are not inevitable. Full implementation of bus lane and stop enforcement in Maryland would reduce these events for bus riders across the state, beyond Metro’s customers.

Across the state, Maryland has already taken an important first step through the installation of dedicated bus infrastructure, like painted bus lanes and traffic signal priority, that supports mobility and reduces congestion. But data demonstrates that these investments are not enough. This assembly should maximize the return on its investments by fully unlocking the efficiency *and* safety benefits that come with bus-mounted camera enforcement of bus lanes and bus stop zones. I urge your favorable report of Senate Bill 936, to ensure that *all* Marylanders can reap the benefits of reliable bus service – not just those who are willing and able to walk through traffic to board and disembark the bus.

**3-4-2026 Favorable SB0936 Bus Obstruction.pdf**

Uploaded by: Ronza Othman

Position: FAV



NATIONAL FEDERATION  
OF THE BLIND  
MARYLAND

*Live the life you want.*

From: Ronza Othman, President  
National Federation of the Blind of Maryland  
15 Charles Plaza, #3002  
Baltimore, MD 21201 [president@nfbmd.org](mailto:president@nfbmd.org)

To: Senate Judicial Proceedings Committee

The members of the National Federation of the Blind of Maryland respectfully request the Judicial Proceedings Committee give a favorable report to SB0936.

The National Federation of the Blind of Maryland is the State's oldest and largest civil rights organization of blind, low vision, and deaf-blind individuals. We represent blind Marylanders across the State who rely heavily on public transportation for employment, education, medical care, and full participation in community life.

For blind pedestrians and transit riders, bus stops are not merely conveniences — they are essential access points to independence.

Unfortunately, bus stops are frequently obstructed by illegally parked vehicles. When vehicles block bus stops or bus zones, the consequences are not minor inconveniences. They create significant safety hazards and accessibility barriers, particularly for blind and disabled riders.

When a bus cannot pull fully to the curb because a vehicle is blocking the stop:

- The bus may stop in the travel lane.
- Operators may be unable to deploy ramps safely.
- Riders may be forced to step into active traffic.
- Blind riders may struggle to locate the bus door safely and independently.

- Individuals with mobility devices may be unable to board at all.

For a blind rider, consistency and predictability are critical. We rely on fixed environmental cues — curb lines, tactile surfaces, and the known location of bus doors. When a bus must stop several feet away from its designated location, that predictability disappears. What might appear to be a small obstruction can create a dangerous and disorienting situation.

SB0936 provides a practical enforcement mechanism by allowing for monitoring and citation of vehicles that block bus stops. This legislation is not punitive for its own sake. Rather, it is about ensuring that public infrastructure remains usable and safe for the public — including people with disabilities.

Public transportation systems are designed to be accessible. But accessibility is only meaningful if the physical access point — the bus stop — remains clear.

Federal and state disability laws recognize that equal access to transportation is a civil right. When bus stops are obstructed and enforcement is inconsistent, that right is undermined in practice.

SB0936 will:

- Improve safety for riders and bus operators.
- Promote consistent enforcement.
- Increase compliance with existing parking restrictions.
- Help ensure that buses can properly align with the curb and deploy accessibility equipment safely.
- Support independence for blind and disabled Marylanders.

This legislation advances basic public safety, accessibility, and common-sense compliance with existing law. It recognizes that a bus stop must function as intended in order for our transportation system to serve all Marylanders.

On behalf of blind residents across the State who rely on accessible and predictable transit, we respectfully request a favorable report on SB0936. For questions, please contact me at [President@nfbmd.org](mailto:President@nfbmd.org) or at 443-426-4110.

**National Federation of the Blind of Maryland**

**Ronza Othman, *President NFBMD*** | 15 Charles Plaza, #3002, Baltimore, MD 21201 | 443-426-4110 | [www.nfbmd.org](http://www.nfbmd.org)

# **SB 936\_HB 1113\_ Vehicle Laws - Bus Obstruction Mo**

Uploaded by: Trudy Tibbals

Position: FAV

**SB 936/HB 1113:** Vehicle Laws - Bus Obstruction Monitoring Systems and Bus Stop Zones: Please vote to **SUPPORT** this bill.

Dear Environment & Transportation Committee and Judicial Proceedings Committee:

I am writing to strongly urge you to **SUPPORT SB 936/HB 1113**, *Vehicle Laws - Bus Obstruction Monitoring Systems and Bus Stop Zones*.

These companion bills make practical updates to Maryland's vehicle laws by changing "bus lane monitoring system" to "bus obstruction monitoring system" for clearer, more accurate enforcement terminology. More importantly, they prohibit drivers from stopping, standing, or parking in a bus stop zone when a transit vehicle is present or arriving (with appropriate exceptions), allowing automated systems—onboard or fixed cameras—to capture violations and issue citations efficiently. School buses that our children ride to school are included in this bill.

Public transit is essential for many Marylanders, including commuters, students, seniors, and those without personal vehicles. Vehicles blocking bus stops or lanes cause unnecessary delays, force buses to stop in unsafe locations (e.g., traffic lanes), increase travel times, and discourage ridership. In areas with growing transit use or near major routes, this obstruction is a frequent safety and efficiency issue. These reforms strengthen enforcement without creating new broad restrictions—simply ensuring bus stops remain clear so transit can operate reliably and safely.

This targeted update supports better public transportation and school bus transportation for our children, reduces congestion, and promotes equity for riders who depend on timely service. It builds on existing automated enforcement frameworks (like red-light or speed cameras) in a commonsense way.

For these reasons, I respectfully ask you to **vote in favor of SB 936/HB 1113** and help improve bus operations and safety across Maryland.

Thank you for your time and thoughtful consideration of this important transportation legislation.

Sincerely,

Trudy Tibbals

**SB0936\_FavorableWithAmendments\_CMTA.pdf**

Uploaded by: Eric Norton

Position: FWA



**Transportation  
Alliance**



**Bikemore**

March 4, 2026

**Testimony on SB 936 –  
*Vehicle Laws - Bus Obstruction Monitoring Systems and Bus Stop Zones –*  
Judicial Proceedings Committee**

**Position: Favorable With Amendment**

Bikemore and the Central Maryland Transportation Alliance are writing to support SB 936 with an amendment that we have discussed with Delegate Lewis, sponsor of the House crossfile for this bill.

Our proposed amendment would alter line 12 to an AND statement, permitting local jurisdictions to have more stringent stopping, standing, and parking regulations for bus stop zones.

(GG) A PERSON MAY NOT STOP, STAND, OR PARK A VEHICLE IN A BUS STOP ZONE IF A TRANSIT VEHICLE IS PRESENT IN THE BUS STOP ZONE UNLESS THE PERSON:

(1) IS AUTHORIZED BY THE LOCAL JURISDICTION IN WHICH THE BUS STOP ZONE IS LOCATED; ~~OR~~  
**AND**

(2) (I) IS ACTIVELY ENGAGED IN THE LOADING OR UNLOADING OF PASSENGERS; AND

(II) HAS ACTIVATED THE VEHICLE'S HAZARD WARNING LIGHTS

This amendment would match this proposed legislation with the intent of language in HB1381 - Vehicle Laws - Stopping, Standing, or Parking in a Bike Lane or Bicycle Path - Prohibition, creating a consistent ability for local jurisdictions to enhance enforcement of active and public transportation infrastructure.

Dedicated Bus Lanes and accessible bus stops are an incredibly effective tool to speed bus operations, increase reliability, and grow ridership as a result of those speed and reliability improvements.

As amended, SB 936 will normalize automated enforcement expectations across the urbanized region's service networks of WMATA and MDOT MTA, providing the driving public with clear



**Transportation  
Alliance**



**Bikemore**

expectations of enforcement if they drive in bus lanes or stop, stand, or park obstructing bus lanes or bus stops.

We need to do everything in our power to make transit more frequent, reliable, and accessible. This includes the larger conversation of fully funding our transit needs in Maryland, but it also means taking every small opportunity to make transit riders' lives easier.

We encourage a favorable report on an amended SB 936.

**SB 936 - MoCo\_MCDOT\_Wenger\_FWA (GA 26).pdf**

Uploaded by: Melanie Wenger

Position: FWA



# Montgomery County

## Office of Intergovernmental Relations

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ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

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**SB 936**

**DATE: March 4, 2026**

**SPONSOR: Senator West, et al.**

**ASSIGNED TO: Judicial Proceedings**

**CONTACT PERSON: Melanie Wenger (melanie.wenger@montgomerycountymd.gov)**

**POSITION: Support with Amendments (Montgomery County Department of Transportation)**

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### **Vehicle Laws – Bus Obstruction Monitoring Systems and Bus Stop Zones**

Senate Bill 936 prohibits a person from stopping, standing, or parking a vehicle in a bus stop zone. It also makes a technical change for references of “bus lane monitoring system” to “bus obstruction monitoring system” and clarifies that such systems address obstructions of bus lanes and bus stop zones for the purposes of automated enforcement.

While the Montgomery County Department of Transportation (MCDOT) will always support efforts to improve bus operations and in turn the travel experience of our transit users, although well intended, the Department has two primary concerns with the proposed bill language that would present challenges in our ability to enforce such a law.

1. First, the bill lacks a clear definition of what constitutes a bus stop zone. In order to avoid court challenges, a clear definition is necessary so that those reviewing evidence packages will have a clear understanding of whether the bus stop zone is being obstructed or not. The definition needs to account for the differences in bus stop zone size and location. Further, clearly delineating bus stop zones along the street will require additional signage, which is not without expense.
2. Second, we take issue with the exception that allows vehicles in a bus stop zone if the driver is “actively engaged” in the loading or unloading of passengers. MCDOT prefers that this exception be struck from the bill, recognizing that these activities can occur at other locations along the block face or along a side street.

The County is committed to expanding transportation choices. Improving transit performance and customer satisfaction is part of this effort which is the goal of this legislation. For this reason, MCDOT supports the legislation but believes the Committee should address the aforementioned issues before it advances the bill to the Senate Floor.

# **SB0936 - LOSWA - MTA -Vehicle Laws - Bus Obstructi**

Uploaded by: Nora Corasaniti

Position: FWA

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March 4, 2026

The Honorable William C. Smith Jr.  
Chair, Judicial Proceedings Committee  
2 East Miller House Office Building  
Annapolis, MD 21401

***RE: Letter of Support with Amendments – Senate Bill 936 – Vehicle Laws - Bus Obstruction Monitoring Systems and Bus Stop Zones***

Dear Chair Smith and Committee Members,

The Maryland Department of Transportation respectfully submits the following letter of support with amendments for Senate Bill 936. The Maryland Transit Administration (MTA) and the Baltimore City Department of Transportation have partnered to plan, design, and install approximately 17 miles of DBLs throughout MTA's Core Bus service area. These lanes minimize traffic delays for buses, thereby increasing transit speed and service reliability, reducing merging and yielding conflicts between buses and other vehicles, and establishing a path for emergency responders.

SB 936 expands the purview of bus facilities eligible for automated enforcement to include bus stop zones and makes relevant technical changes consistent with this addition. While we believe the bill sponsor's intent is to keep bus stops free of obstructions, this year's version includes new exemption language not present in prior introductions. As written, the bill allows exemptions for stopping in a bus lane for any vehicle loading or unloading passengers, or for a vehicle that has activated its hazard lights. In practice, these exemptions make it legal for any driver to obstruct the bus lanes, regardless of reason, so long as they have their hazard lights on. MTA strongly requests that these exemptions be removed from the bill.

To further the goals of this bill and to ensure effective operation, MTA also recommends that the Committee add a definition of a "bus stop zone" to the Transportation Article. Establishing a spatial definition of "bus stop zone" would allow the enforcement authority established by this bill to become effective without the need for bus stop owners to install signage to establish the physical extents of each bus stop zone. MTA would be happy to work with the sponsor and the Committee to identify an appropriate definition.

While we appreciate the intent of SB 936 to keep bus stop zones free of obstructions, any exemptions must be carefully considered to avoid unintended consequences that invite vehicle-pedestrian conflicts. MTA has engaged with the bill sponsor on these concerns, and we look forward to working closely with them to ensure the safety and accessibility of bus stops.

The Honorable William C. Smith Jr.  
Page Two

The Maryland Department of Transportation respectfully requests that the Committee consider this information during its deliberation of Senate Bill 936 and ensure that a favorable report includes MDOT's suggested amendments.

Respectfully submitted,

Jalen Sanders  
Director of Government Affairs  
Maryland Transit Administration  
443-810-4461

Matt Mickler  
Director of Government Affairs  
Maryland Department of Transportation  
410-865-1090