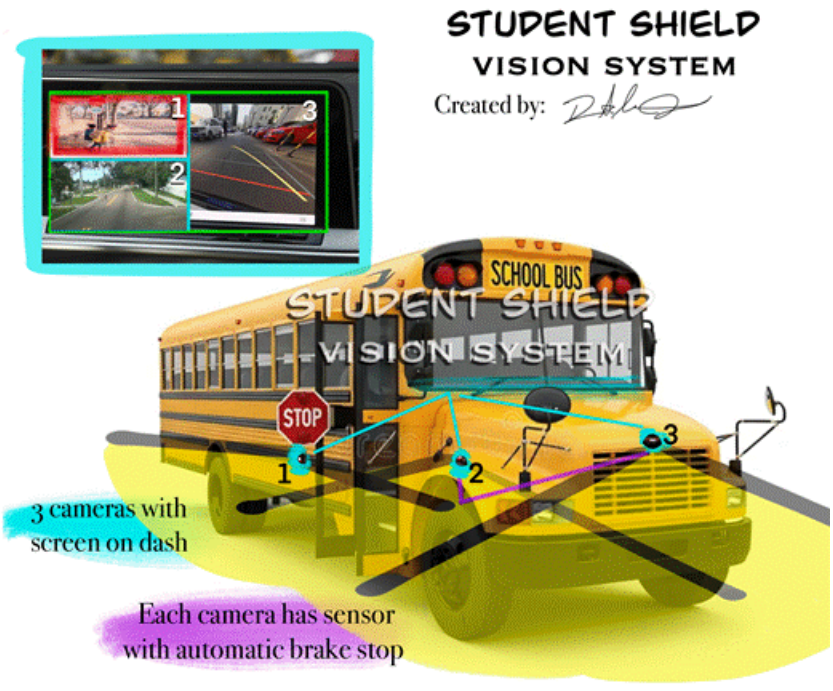
From: Dennis Meehan
Sent: Friday, March 20, 2026 9:12 PM
To: Brackett, Cheryl <Cheryl.Brackett@maine.gov>
Subject: Re: Hi Cheryl

Hi Cheryl,

My apologies, sending it again now. Let me know if you get this one.

Thank you



Dear Transportation Safety Team,

I am writing as a Maine resident and community member who has been deeply affected by the recent tragedies involving school buses and children in our state. These events have made many of us ask a difficult question: how can we ensure that a driver never loses sight of a child near a bus again?

Over the past several weeks I have developed a practical safety concept designed specifically to address the blind-spot zones that exist around school buses during loading and unloading.

The concept is straightforward and relies on proven vehicle technology that is already widely used in modern backup camera systems.

The system would install two compact wide-angle cameras on the passenger side of a school bus—one mounted above the right front fender and a second positioned behind the entry door area. These cameras would connect to a dashboard monitor that remains active whenever the bus is running. The display would provide the driver with a continuous live view of the entire student loading zone.

Using proximity sensing similar to modern backup cameras, the system could provide both visual and audible alerts when a person or object enters the danger area near the wheels or door. The monitor would change color and produce an audible signal if a child or pedestrian is too close to the bus.

An optional front-grille camera could also be added to remove the forward blind spot directly in front of the vehicle.

Together, these simple elements would effectively eliminate the blind zones where accidents most often occur and dramatically increase driver awareness and reaction time. The goal is simple: a driver should always be able to see the space where children are standing or walking.

Because this concept uses existing camera technology, it could potentially be implemented quickly and at relatively low cost across both school buses and other commercial vehicles.

I would appreciate the opportunity to share the concept with the appropriate safety or transportation officials and explore whether Maine could pilot this approach as a proactive measure to protect students.

My intention is to work collaboratively with the state, school districts, and transportation partners to determine whether this solution could help prevent future tragedies.

If there is an appropriate person or department to speak with about this safety concept, I would be grateful for the opportunity to present it in more detail.

Thank you for the work you do every day to protect Maine’s students and communities.

Respectfully,

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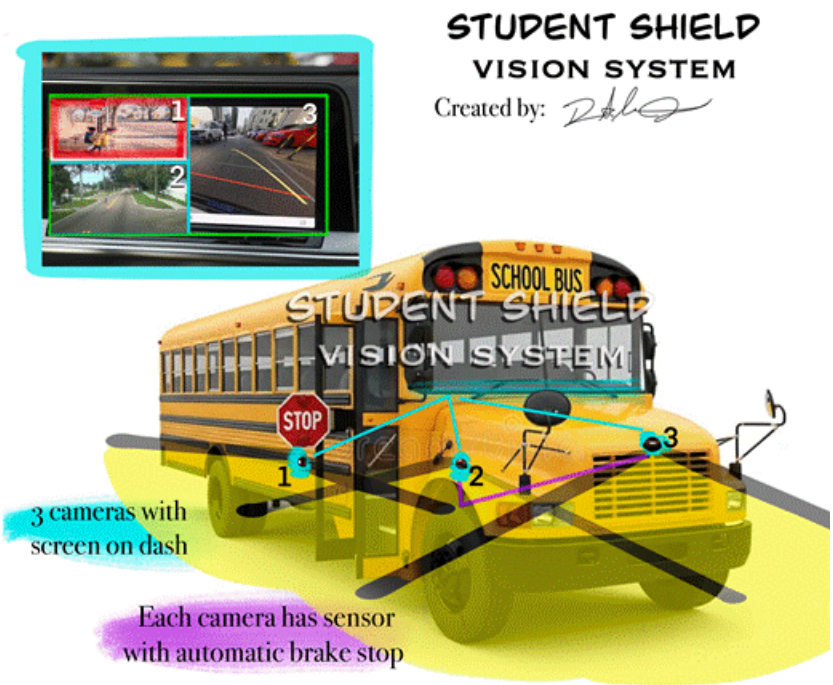
attached is an illustration of how this design looks in action, clearly it has effectively eliminated all blindspots at the loading zone, and front of the bus. We can also include the optional cameras/sensors under the bus and at the rear is deemed necessary.

1. Concept Diagram – Blind-Spot Camera Safety System



Imagine the bus as a vehicle with three danger zones where drivers struggle most to see children:

Right front wheel zone
Children can stand or walk near the front tire where mirrors do not always give full visibility.

Entry door zone
Students entering or exiting the bus can move quickly into areas the driver cannot clearly see.

Front bumper zone
Small children in front of the bus may disappear below the driver's line of sight.

Your system removes those gaps.

The system includes:

Camera 1 – Front Fender Camera
Mounted above the **right front fender** aimed downward toward the wheel and curb area.
This gives the driver a clear view of the exact space where children often stand while waiting to board.

Camera 2 – Entry Door Camera
Mounted just **behind the passenger door**, angled forward to cover the student loading zone.

Camera 3 – Optional Front Camera
Mounted in the **front grill or bumper** to eliminate the forward blind spot.

Dashboard Monitor
A small screen on the driver’s dash shows the camera views continuously while the bus is running.

Active Safety Alerts

Like modern backup systems:

- yellow warning zone when something approaches
- red warning zone when something is dangerously close
- audible alert tone

This means a driver instantly knows if a child is too close to the bus.

The system essentially creates a **continuous safety envelope around the loading area.**

2. One-Page Safety Concept Sheet (for officials)

attach to emails or print for meetings.

Title

Maine Student Safety Proposal
Active Blind-Spot Camera System for School Buses

Problem

Every year, tragic accidents occur during school bus loading and unloading.
The most dangerous area for children is the **blind zone near the passenger side door and front wheel.**

Even experienced drivers cannot see every movement around the bus at all times.

Seconds matter.

Proposed Solution

Install a simple **three-camera blind-spot monitoring system** that provides drivers with a continuous live view of the student loading area.

The system uses proven backup-camera technology already common in passenger vehicles.

Core Components

Two always-active side cameras:

• Front fender camera monitoring the right wheel area
• Door-zone camera monitoring the loading area

Optional front camera:

• Grill or bumper mounted camera monitoring the forward blind spot

Driver display:

• dashboard monitor active whenever the bus is running

Alert system:

• visual warning colors on the monitor
• audible proximity alerts

Proximity Warning System

Like modern backup cameras:

Green zone — clear space
Yellow zone — caution
Red zone — immediate danger

If a person enters the red zone:

- audible alert sounds
- monitor flashes warning

The driver instantly knows to stop.

Result

Drivers gain constant visual awareness of the entire student loading zone.

Children cannot enter a blind spot without being seen.

Benefits

Prevents loading-zone accidents
Improves driver reaction time
Uses low-cost existing technology
Can be retrofitted to existing buses
Scalable to commercial vehicles

Vision

Maine could become the first state in the country to implement a **blind-spot elimination standard for school buses.**

3. Licensing / Purchase Options

If officials respond positively, you want to already have options ready.

Option A – State Purchase

The state purchases the design rights and implementation plan.

Benefits:

• immediate statewide adoption
• one-time payment for invention rights
• public safety leadership

Option B – Licensing Agreement

You retain ownership while licensing the system.

Possible structure:

• fee per bus installation
• statewide licensing agreement
• expansion to commercial vehicles

Option C – Pilot Program

The safest path for government agencies.

Example:

10–25 buses in one district install the system for a pilot safety program.

Data collected:

• driver feedback
• safety improvements
• incident reduction

If successful, expansion occurs statewide. and beyond.

The same principle could apply to **all commercial vehicles**, especially those with large blind zones.

Examples include:

- delivery trucks
- construction vehicles
- municipal fleet vehicles
- waste collection trucks
- transit buses

These vehicles are responsible for many pedestrian incidents each year. A standardized blind-spot camera system could significantly reduce those risks.

Legislative / Transportation Briefing Sheet

one page to legislators or DOT staff

Maine Student Transportation Safety Proposal

Passenger-Side Blind-Spot Camera System

Purpose

Prevent school bus loading-zone accidents by eliminating driver blind spots around the passenger-side entry area.

Problem

Children boarding or exiting a bus can quickly move into areas that mirrors do not fully reveal, particularly near the passenger door and front wheel.

Even experienced drivers may not have full visibility of this space at every moment.

These seconds of uncertainty are where tragedies occur.

Proposed Solution

Install a simple **active blind-spot camera system** that continuously monitors the passenger-side loading zone.

The system uses proven vehicle technology already common in modern backup cameras.

Core System

Passenger-side cameras:

• front fender camera monitoring the right front wheel zone
• door-zone camera monitoring the student loading area

Driver interface:

• dashboard monitor showing live views at all times

Safety alerts:

• visual proximity warning zones
• audible alerts when objects approach the vehicle

Door sensor integration:

• automatic camera focus when the bus door opens

Optional enhancement:

• front-grill camera eliminating the forward blind spot

Benefits

- eliminates the most dangerous blind spots
- increases driver reaction time
- uses proven low-cost technology
- can be retrofitted to existing buses

- scalable to all commercial vehicles

Vision

Maine could become the first state in the nation to adopt a **mandatory blind-spot camera standard for school buses.**

3. Pilot Program Proposal

Government agencies almost always prefer **pilot programs first**.

You can propose something like this:

Maine School Bus Safety Pilot

Objective
Evaluate passenger-side blind-spot camera systems on active school buses.

Pilot scale
10–25 buses across several districts.

Evaluation period
6–12 months.

Data collected

- driver feedback
- incident reduction
- near-miss reporting
- student loading safety improvements

Outcome

If results show measurable safety improvements, the system could be recommended for **statewide adoption**.

this system could potentially be expanded into a **“No Child in the Blind Zone” national safety standard** for school buses.

Why This System Is Powerful

It does not require drivers to change behavior.

Instead, it gives them **continuous visual awareness of the most dangerous area around the bus**.

OK, I wanted to be sure to send enough info without overwhelming you, we are aligning a provisional patent for this design. Thank you for looking it over and sharing our proposal please reach out whenever possible, I will be waiting to talk more. Thank you very much Cheryl,

warm regards,

Dennis Meehan

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