

HOUSE BILL 70

R2

(PRE-FILED)

3lr0421
CF SB 16

By: **Delegate Charkoudian**

Requested: September 19, 2022

Introduced and read first time: January 11, 2023

Assigned to: Environment and Transportation and Appropriations

Committee Report: Favorable with amendments

House action: Adopted

Read second time: March 12, 2023

CHAPTER _____

1 AN ACT concerning

2 **Safe Access for All (SAFE) Roads Act of 2023**

3 FOR the purpose of requiring the Department of Transportation to ~~recommend and~~
4 ~~implement certain design elements for pedestrian and bicycle safety when~~
5 ~~developing certain projects; requiring the State Highway Administration to submit~~
6 ~~certain reports including pedestrian and bicycle safety data, analyses, and plans to~~
7 ~~the General Assembly by certain dates~~ implement all possible incremental,
8 near-term safety improvements if a new approved pedestrian or bicycle safety
9 construction or improvement project is projected to take more than a certain number
10 of months to complete; and generally relating to pedestrian and bicycle safety.

11 BY adding to

12 Article – Transportation

13 Section 2–103.1(c–1) ~~and 2–609~~

14 Annotated Code of Maryland

15 (2020 Replacement Volume and 2022 Supplement)

16 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,

17 That the Laws of Maryland read as follows:

18 **Article – Transportation**

19 2–103.1.

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.

Underlining indicates amendments to bill.

~~Strike out~~ indicates matter stricken from the bill by amendment or deleted from the law by amendment.



1 ~~(C-1) (1) THE DEPARTMENT, IN DEVELOPING ANY CONSTRUCTION OR~~
2 ~~IMPROVEMENT PROJECT, OR POSTCONSTRUCTION PROJECT, PRESERVATION, OR~~
3 ~~MAINTENANCE, SHALL RECOMMEND AND IMPLEMENT CONTEXT DRIVEN DESIGN~~
4 ~~ELEMENTS FOR PEDESTRIAN AND BICYCLE SAFETY CONSISTENT WITH:~~

5 ~~(I) THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL~~
6 ~~HIGHWAY ADMINISTRATION PROVEN SAFETY COUNTERMEASURES; AND~~

7 ~~(II) THE STATE HIGHWAY ADMINISTRATION'S CONTEXT~~
8 ~~DRIVEN GUIDE AND ASSOCIATED STRATEGIES.~~

9 ~~(2) IF A NEW APPROVED PEDESTRIAN OR BICYCLE SAFETY~~
10 ~~CONSTRUCTION OR IMPROVEMENT PROJECT IS PROJECTED TO TAKE MORE THAN 12~~
11 ~~MONTHS TO COMPLETE, THE DEPARTMENT SHALL IMPLEMENT ALL POSSIBLE~~
12 ~~INCREMENTAL, NEAR-TERM SAFETY IMPROVEMENTS IMMEDIATELY AS SOON AS~~
13 ~~PRACTICABLE WHILE MAINTAINING EACH PROJECT'S PRIORITY RANKING.~~

14 ~~2-609.~~

15 ~~(A) ON OR BEFORE OCTOBER 1, 2023, THE STATE HIGHWAY~~
16 ~~ADMINISTRATION SHALL SUBMIT TO THE GENERAL ASSEMBLY, IN ACCORDANCE~~
17 ~~WITH § 2-1257 OF THE STATE GOVERNMENT ARTICLE, A REPORT THAT INCLUDES:~~

18 ~~(1) THE NUMBER OF OPEN STAFF POSITIONS IN THE STATE HIGHWAY~~
19 ~~ADMINISTRATION BY TITLE AND DEPARTMENT AND THE EXTENT TO WHICH THESE~~
20 ~~OPEN POSITIONS SLOW DOWN THE PROCESS OF IMPLEMENTING PEDESTRIAN AND~~
21 ~~BICYCLE SAFETY IMPROVEMENTS ONCE NEEDED IMPROVEMENTS HAVE BEEN~~
22 ~~IDENTIFIED;~~

23 ~~(2) INFORMATION ABOUT EMPLOYEES WHO PERFORM DIRECT LABOR~~
24 ~~ON PEDESTRIAN AND BICYCLE HIGHWAY SAFETY AND IMPROVEMENT PROJECTS FOR~~
25 ~~THE STATE HIGHWAY ADMINISTRATION, INCLUDING THE FOLLOWING:~~

26 ~~(I) WAGE, BENEFIT, AND COMPENSATION LEVELS;~~

27 ~~(II) OPEN POSITIONS BY TITLE AND DEPARTMENT;~~

28 ~~(III) TURNOVER RATES; AND~~

29 ~~(IV) AN EXAMINATION OF HOW TURNOVER RATES AND OPEN~~
30 ~~POSITIONS AFFECT HOW QUICKLY SAFETY IMPROVEMENTS CAN BE IMPLEMENTED;~~
31 ~~AND~~

~~(3) THE NUMBER OF NEW SIGNALIZED CROSSWALKS THAT HAVE BEEN APPROVED FOR CONSTRUCTION, THE TIMEFRAME FOR COMPLETION, AND THE CAUSE OF ANY DELAYS IN DEPLOYMENT FOR:~~

~~(I) FULLY SIGNALIZED CROSSWALKS;~~

~~(II) PEDESTRIAN HYBRID BEACONS; AND~~

~~(III) ANY OTHER SIGNAL TYPES.~~

~~(B) ON OR BEFORE DECEMBER 1, 2023, THE STATE HIGHWAY ADMINISTRATION SHALL SUBMIT TO THE GENERAL ASSEMBLY, IN ACCORDANCE WITH § 2-1257 OF THE STATE GOVERNMENT ARTICLE, A REPORT WITH A FULL ANALYSIS OF AND PLAN FOR ALL STATE HIGHWAYS LOCATED IN SUBURBAN ACTIVITY CENTERS OR TRADITIONAL TOWN CENTERS, AS DEFINED BY THE STATE HIGHWAY ADMINISTRATION’S CONTEXT ZONES GUIDE, THAT:~~

~~(1) INCLUDES AN INSTALLATION PLAN AND TIMELINE REQUIRED TO ESTABLISH SAFE PEDESTRIAN CROSSINGS ON THESE STATE HIGHWAYS;~~

~~(2) USES ALL SIGNAL TYPES IN THE PLANNING OF ROAD CROSSINGS, INCLUDING FULL SIGNALS, PEDESTRIAN HYBRID BEACONS, AND ANY OTHER SIGNALS; AND~~

~~(3) PLACES PEDESTRIAN CROSSINGS AT A MINIMUM OF ONE FIFTH MILE INTERVALS WITHIN OR ADJACENT TO CENSUS TRACTS WITH SIGNIFICANT TRANSIT DEPENDENCY AND A POPULATION DENSITY ALONG THE HIGHWAY THAT EXCEEDS 10,000 PEOPLE PER MILE.~~

~~SECTION 2. AND BE IT FURTHER ENACTED, That it is the intent of the General Assembly that the Maryland Department of Transportation maximize applications for and access to federal funding that is or may become available for infrastructure for pedestrian and bicycle safety.~~

SECTION ~~2~~ 2. AND BE IT FURTHER ENACTED, That this Act shall take effect June 1, 2023.