



Testimony in Support of House Bill 254
State Highway Administration - Pedestrian and Bicyclist Fatalities
(Vision Zero Implementation Act of 2022)
Delegate Palakovich Carr

February 3, 2022

Dear Chairman Barve and Members of the Environment and Transportation Committee:

On behalf of Strong Future Maryland, we write in strong support of House Bill 254. Strong Future Maryland works to advance bold, progressive policy changes to address systemic inequality and promote a sustainable, just and prosperous economic future for all Marylanders.

We ask you to support this legislation as a matter of public safety.

One pedestrian fatality is too many, but [139 pedestrian and cyclist deaths](#), as Maryland suffered in 2019, is unfathomable. If passed, House Bill 254 requires the State Highway Administration to conduct a full infrastructure review of each and every pedestrian or cyclist fatality within six months of the accident, identifying any engineering or traffic management failures that could have contributed to the accident and actively preventing deaths.

While we know we cannot eliminate all risks that come with our transportation systems, there are simple, common-sense crash reduction countermeasures that can and should be prioritized and implemented statewide. With data collected by the State Highway Administration, local authorities can work to repair and replace traffic lights, reduce speed limits, make sure pedestrian signals are accessible to all, modify pedestrian walk interval times, or add crosswalks and lighting to make areas more pedestrian and cyclist friendly. Data reflects how even small policy measures can have a huge impact on public safety: a pedestrian or bicyclist struck by a motorist driving 40 mph is [eight times more likely to die](#) than a pedestrian or bicyclist struck at 20 mph.

info@strongfuturemd.org

PO Box 164 | Arnold MD 21012

240-643-0024 | strongfuturemd.org

@FutureMaryland @StrongFutureMD

Maryland has the potential to be a leader on combating climate change, and that begins with making sure our transit systems are becoming less dependent on cars and, instead, more walkable and bikeable. Ensuring that people feel safe sharing the road should be a priority as we reimagine what sustainable transportation looks like in the 21st century.

Rebuilding faith in state and local government begins with common sense measures like those included in House Bill 254. Maryland must do more for public safety and accessible roads — in the name of sustainability, for the health of our communities, and for the future of our families. This committee can make a commitment to that work by ensuring the transportation decisions made by our state government are data-driven and put people first.

For all of these reasons, we urge a favorable report on House Bill 254.