

HB0254 – State Highway Administration - Pedestrian and Bicyclist Fatalities - Infrastructure Review (Vision Zero Implementation Act of 2022)

House Environment and Transportation Committee

February 3, 2022

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Position: Support

Greetings Chairman and Members of the Committee

I am an avid cyclist, a mobile bike service owner, Frederick County resident and President of Frederick Bicycle Coalition. [Frederick Bicycle Coalition](#) represents a broad coalition of recreational, commuter, mountain and adaptive cyclists. Our mission is to work with government, organizations, and individuals to promote greater access for bicyclists and others in the Frederick County area. We have over 1,700 followers on Facebook.

Roadway fatalities are 100% preventable. No one should lose their life from choosing to walk or bike on Maryland's roadways. However, statewide, the number of traffic-related pedestrian deaths is growing higher year by year, with many of the traffic fatality victims being elderly, very young, and mobility challenged.

Despite efforts of State Highway Administration traffic engineers, traffic fatalities have been growing since 2008, particularly for pedestrians. The situation worsened in 2020 even though there were fewer cars on the road due to Covid-19 restrictions. Last year, 130 Marylanders lost their lives while attempting to cross our streets and there were an additional 3,022 pedestrian-involved crashes which caused injury or property damage.

Dangerous roadways result in a very real fear of walking to conduct our most basic trips, including trips to the store or to school. This is a loss of an opportunity to be active in our daily life routine, which contributes to sedentary lifestyle, metabolic disease, and increased car dependency. Safe roads for everyone will promote active lifestyles, reduce car dependency, and help reduce CO2 emissions.

HB254 sponsored by Delegate Carr would enact legislation to provide Maryland State Highway Administration (SHA) the tools and the resources it needs to identify, assess and systematically address specific regional traffic threats.

This bill would direct SHA to do the following actions:

- Assess each individual fatal pedestrian and bicyclist fatality occurring on SHA roadways within 6 months after the crash.
- Identify engineering countermeasures consistent with Safe System approach
- Consider the countermeasures that are appropriate for the highway context (e.g., urban, rural, modes of travel)
- Publicly post the assessment to SHA web site

Enactment of this bill will ultimately save hundreds of lives and enrich the wellbeing of millions of Marylanders using or crossing our streets.

We request that the committee support the passage of HB254.