



We're leading the movement to build a Bicycle-Friendly America for Everyone

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Dear Senate Finance Committee:

I am writing in support of the Safe Access for All (SAFE) Roads Act of 2022, urging *favorable consideration* of Senate Bill 880. The League of American Bicyclists (League) is a national non-profit dedicated to building a Bicycle Friendly America for everyone. In Maryland, the League has recognized 7 Bicycle Friendly Communities, 27 Bicycle Friendly Businesses, and 3 Bicycle Friendly Universities.

Since 2008, the League has regularly ranked states based on the actions of their legislature, Governor, and state agencies. Maryland has typically been ranked in the upper half of states, breaking the top 10 four times. [1] Maryland has typically outperformed its federal data on rates of biking to work and bicycle safety through acting to address those issues. Our last report card recognized numerous actions showing Maryland's attempts to improve bicycling in the state. [2]

With the SAFE Roads Act of 2022, Maryland's legislature has another opportunity to provide a leading example and address the state's long-standing bicycle and pedestrian safety issues. The SAFE Roads Act will require the Maryland State Highway Administration to:

- Conduct an analysis of high pedestrian and bike injury corridors/ intersections and identify engineering improvements to address identified threats;
- Provide minimum annual funding levels in budget areas involving pedestrian and bicycle safety;
- Review outstanding and upcoming preservation and maintenance projects for opportunities to implement Context Driven Design Elements and FHWA Proven Safety Countermeasures;
- Implement near-term, incremental improvements to enhance safety as interim improvements where long-term safety improvements will take more than 12 months to complete.

The SAFE Roads Act provides an opportunity for legislators to capitalize on recent federal law and federal guidance to improve safety in a manner that is cost-effective and leverages federally-required Vulnerable Road User Safety Assessments found in Sec. 11111 of the Infrastructure Investment and Jobs Act. It is consistent with the U.S. Department of Transportation's National Roadway Safety Strategy and will serve as an example of what state legislatures can do to ensure safety is a priority. The League enthusiastically supports it and urges *favorable consideration* of Senate Bill 880 by the Committee.

Please contact me at ken@bikeleague.org if you have any questions.

Sincerely,

Ken McLeod
Policy Director

[1] <https://bikeleague.org/sites/default/files/2019%20BFS%20historical%20ranking.pdf>

[2] https://bikeleague.org/sites/default/files/BFS%20Report%20Card_2019_Maryland.pdf