

2.22.24 HB135 Ped & Bicy Safety.pdf

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Position: FAV



**TESTIMONY TO THE HOUSE ENVIRONMENT AND TRANSPORTATION
COMMITTEE**

**HB 135 Transportation - Maryland Transportation Authority - Pedestrian and
Bicycle Safety and Accessibility**

POSITION: Support

BY: Linda Kohn, LWVMD President

Date: February 22, 2024

The League of Women Voters of Maryland (LWVMD) agrees that HB 135 should be made law to create another tool that our state uses to make all of us safer. LWVMD's positions encourage individuals to conserve natural resources and reduce energy consumption. We support incentives which promote the use of alternative modes of travel that a bicyclist or pedestrian uses. If the use of bicycles and modes of travel that involve pedestrians aren't safe, that is hardly an incentive. No one wants injuries or fatalities to occur. Guidelines that are transparent and readily available for everyone to see can help make us all safer while traveling, regardless of the destination or recreational use. Maryland should help promote mobility safety and a good way to do this is by monitoring roads for use by pedestrians and bicyclists.

One remedy doesn't fit every situation. By evaluating each unique project, then designing the best way to make pedestrians and bicyclists safer and incorporating waivers, we may actually save taxpayer dollars, but more importantly lives. Having a set committee established with prescribed members that reviews plans for our roads and sees how they can safely incorporate bikes and pedestrians into a plan should be used.

By evaluating highways that are controlled by MTA for safety, a pattern can be more easily followed and modified for each situation to help provide a safe environment for bicyclists and pedestrians. Who better to evaluate a highway than a hand selected group of people that can advise State agencies?

HB135 provides a prescribed committee to examine the possibility of a pathway, bike lane, or road on Maryland's MTA controlled roads, and gives authority to issue waivers. The public deserves a safer environment for pedestrians and bicyclists.

LWVMD urges a favorable report on HB 135.

HB0135WrayTestimony.pdf

Uploaded by: Brendan Wray

Position: FAV

HB 135: Transportation - Maryland Transportation Authority - Pedestrian and Bicycle Safety and
Accessibility

House Environment and Transportation Committee

Brendan Wray - FAVORABLE

February 22, 2024

Chair Korman and Committee Members,

I support HB 135, which would establish a “routine accommodation” policy for safe, separated pedestrian and bicycle facilities on bridges and across controlled-access highways. It would, in effect, extend “complete streets” provisions to the Maryland Transportation Administration (MDTA), the one Maryland transportation entity not covered by 2018 legislation that required the Maryland Transportation Authority and MDOT modal administrations to adopt a complete streets policy that requires the implementation of certain complete streets design features.

The MDTA exemption has led to the omission of separated bicycle and pedestrian facilities from the Harry W. Nice Memorial Bridge, despite a previous governor’s announcement that the bridge would include them. The MDTA similarly failed to deliver continuous bikeways, as had been promised, along the entirety of MD 200, the Intercounty Connector.

These omissions—the result of an unjustified exemption—limit Marylanders’ and visitors’ green transportation and recreation options. The current MDTA policies endanger bicyclists and pedestrians who seek to use or cross MDTA facilities, contrary to the state’s Vision Zero commitment. Further omissions may additionally cost us federal transportation funding and will certainly limit mobility options for new or reconstructed facilities such as the I-495 Potomac crossing, a new Chesapeake Bay Bridge, and a new Susquehanna River crossing.

Bicycle and pedestrian facilities, if designed into projects, add modest additional cost relative to road-building for cars, which is justified by mobility, tourism, and economic benefits. The cost of these facilities is an insufficient reason for concern about this bill. I urge a Favorable HB 135 committee report and House floor vote.

Thank you for the opportunity to testify on this legislation.

Brendan Wray
College Park, MD

BikeMaryland et al FAV HB135 MDTA Bike_Ped Safety.

Uploaded by: Jon Korin

Position: FAV



Feb 20, 2024

Maryland Transportation Authority (MDTA) Bicycle / Pedestrian Safety Bill HB135

The undersigned organizations representing various aspects of the community advocating for safe and connected infrastructure for biking, walking and active transportation, submit this testimony on behalf of tens of thousands of members across the State of Maryland. A state agency's policies reflect its priorities and we appreciate the commitments that Governor Moore, Lieutenant Governor Miller and MDOT Secretary Wiedefeld have made to equitable multimodal mobility around the state in order to advance safety, reduce traffic, reduce GHG emissions, promote health and make Maryland a more equitable, affordable and attractive place to live, work, visit and play. We write to express our strong support for assuring policies and funding that elevate the priority of bicycle and pedestrian safety and infrastructure.

Communities around Maryland have prioritized the development and construction of safe and connected networks for walking, biking and active transportation. Nearly every county across the state has a trail or active transportation plan, including larger plans such as the Capital Trails Network and the Baltimore Greenway Trails Network, to smaller local plans such as the Anne Arundel Trail Network and Frederick & Pennsylvania Rail With Trail & C&O Towpath New Design Sidepath Connector. If constructed, these projects would transform our transportation system, enabling hundreds of thousands of Marylanders to travel to work, school, and other daily destinations, and enjoy the outdoors, in a way that is safer, better for our economy, more accessible for all Marylanders, and environmentally sustainable than our motor vehicle-focused transportation system currently is.

There are also significant national trail routes that traverse Maryland including the 3,000 mile East Coast Greenway (Maine to Key West), the 9/11 Memorial Trail and the American Discovery Trail (Atlantic to Pacific). Unfortunately, Maryland has significant gaps in these local and national networks, sometimes due to water crossings and also to interstate highways that lack safe, grade-separated walk/bike crossings. Many major new bridges built in the United States include safe, separated



bicycle/pedestrian facilities. This has been done on recent bridges of varying length around the U.S. including the replacement Tappan Zee (see photo) and Pensacola Bay bridges. Locally, the Woodrow Wilson and Frederick Douglas Bridges have such facilities which are quite popular. The planned American Legion replacement is expected to have one as well. In spite of the previous governor's announcement that the Nice Bridge replacement would include a separated bike/ped facility, it was left out of the final bridge design. These are once in a multi-generation

opportunities which should not be wasted. These bicycle/pedestrian facilities are in line with Maryland's Complete Streets policy and are a tremendous draw for tourism especially over the iconic Chesapeake Bay, Potomac River and Susquehanna River. A safe bicycle/pedestrian lane over the Chesapeake Bay would also provide passageway for long distance national trails, including the American Discovery Trail and the complementary (alternate) route of the Maine to-Florida East Coast Greenway between



Wilmington, DE and Annapolis via Dover, DE and Chestertown, MD. The lane would provide safe access to and from the scenic and historic byways on the Eastern Shore that are so popular with cyclists as well as non-motorized transportation to and from communities on both sides of the Chesapeake.

In the 2018 legislative session a Complete Streets bill was passed that embraces safe multimodal transportation by all of the MDOT modal agencies except MDTA. This bill establishes a “Routine Accommodation” policy for safe, separated pedestrian and bicycle facilities on bridges and across controlled access highways that is consistent with the Maryland legislative mandates for Complete Streets and Vision Zero. Such a policy would also align with federal transportation policies. The elimination of the planned bike/ped facility on the Nice Bridge put federal funding at risk. This bill provides for such accommodations unless waived where inappropriate. MDTA should coordinate with other MDOT agencies, DNR, National Park Service and local jurisdictions to build out a safe interconnected network of bike/pedestrian facilities. MDTA’s role should be to assure that new or renovated bridges and controlled access highways include such safe, separated pedestrian/bike infrastructure and crossings. This would include the I-495 Potomac crossing, a new Chesapeake Bay Bridge and a new Susquehanna River crossing. There should also be consideration for a retrofit program to construct facilities on critical existing bridge connections where original designs and/or present conditions fail to include safe accommodations for vulnerable road users.

We appreciate that the Governor Moore administration has demonstrated a strong priority toward equitable mobility. We look forward to working with Secretary Wiedefeld and his teams at MDOT and MDTA to maximize the amount and effectiveness of investment in safe and connected infrastructure for walking, biking and active transportation.

Baltimore Bicycling Club
Bicycle Advocates for Annapolis & Anne Arundel County (BikeAAA)
Bike Maryland
Bike HoCo
East Coast Greenway Alliance
Frederick Bicycle Coalition
Rails-to-Trails Conservancy
Washington Area Bicyclist Association (WABA)
Worcester County Bike and Pedestrian Coalition

US Bridges With BikePed Facilities.pdf

Uploaded by: Jon Korin

Position: FAV

Selected U.S. Bridges With Bike/Ped Facilities				
Bridge	Design elements highlighted	Year Completed / Anticipated	City / Cities	Length
Blatnik Bridge Replacement	Road bridge with bike/ped path in design	Awarded INFRA funding, announced 2024	Duluth, MN - Superior, WI	
Livingston Ave Bridge (Final Design)	Bike/ped path attached to passenger rail bridge structure	Construction estimated to start in Spring 2024	Albany, NY	
Long Bridge	Independent bike/ped bridge parallel to two-track rail bridge over Potomac River	Construction 2024 - 2030	Washington, DC - Arlington, VA	
Rio Salado Bike/Ped Bridge (Preliminary Design)	Independent bike / pedestrian bridge over Rio Salado	Estimated Construction 2024 - 2029	Phoenix, AZ	~2000 ft
Ashley River Crossing	Independent bike / pedestrian bridge over Ashley River	Final Design and Construction starting in 2023	Charleston, SC - West Ashley, SC	
The Gateway Bridge	Independent bike / pedestrian bridge over Arkansas River	Estimated to open in 2024	Tulsa, OK	125 ft
Pensacola Bay Bridge	Road bridge along US-98 with bike/ped path over Pensacola Bay	2022 (original bridge, 1931)	Gulf Breeze, FL	19536 ft (3.7 mi)
Fuller Warren Bridge	Road bridge with bike/ped path	2023	Jacksonville, FL	
Mark Bixby Memorial Bicycle Pedestrian Path	Road bridge with bike/ped path along I-710 (Long Beach)	2023	Long Beach, CA	7920 ft (1.5 mi)
George Washington Bridge	Road bridge with two bike/ped paths	2023 (new paths open)	Fort Lee, NJ - Manhattan, NY	
Blumenauer Bridge	Independent bike / pedestrian bridge over I-84	2022	Portland, OR	475 ft
Falcon Bridge / Katie's Crossing	Independent bike/ped bridge over the West Branch of the Susquehanna River	2022	McElhattan, PA	
Frederick Douglass Memorial Bridge	Road bridge South Capitol St with two bike/ped paths	2021	Washington, DC	
John Lewis Memorial Bridge (Northgate Bridge)	Independent bike / pedestrian bridge over I-5	2021	Seattle, WA	1900 ft
I-74 River Bridge	Road bridge I-74 with bike/ped path	2021	Bettendorf, IA - Moline, IL	
The Dublin Link	Independent bike/ped bridge over the Scioto River	2020	Dublin, OH	760 ft
Goethals Bridge	Road bridge I-278 (toll) with bike/ped path	2020	Elizabeth, NJ - Staten Island, NY	7,300 ft (1.4 mi)
Bayonne Bridge	Road bridge NJ-440 (toll) with bike/ped path	2019	Bayonne, NJ - Staten Island, NY	5,780 ft (1.1 mi)
Richmond-San Rafael Bridge	Road bridge with shoulder converted to bike/ped path on I-580 with moveable concrete barrier	Pilot project 2019 - 2024	San Rafael - Richmond, CA	4.5 miles (path)
Tappan Zee Bridge / Mario Cuomo Bridge	Road bridge with bike/ped path	2018 (Tappan Zee: 1955)	South Nyack, NY	
Kosciuszko Bridge	Road bridge with bike/ped path	2017	Brooklyn, NY	
Big River Crossing (BRX) (formerly Harahan Bridge)	Freight rail bridge with bike/ped path cantilevered from truss bridge	2016	Memphis, TN - West Memphis, AR	4973 ft
Tilikum Crossing	Transit and bike/ped bridge over the Willamette River	2015	Portland, OR	1700 ft
American Tobacco Trail Bridge	Independent bike / pedestrian bridge	2014	Durham, NC	210 ft
Big Four Bridge	Freight rail bridge with bike/ped path cantilevered from truss bridge over the Ohio River	2013 (rail bridge 1895-1960s)	Louisville, KY - Jeffersonville, IN	2525 ft
Skydance Pedestrian Bridge	Independent bike / pedestrian bridge over I-40	2012	Oklahoma City, OK	380 ft
Maine Turnpike Eastern Trail Bridge	Independent bike / pedestrian bridge over I-95	2011	Kennebunk, ME	~266 ft
Heart of America Bridge	Road bridge with shoulder converted to bike/ped path over the Missouri River	~2010	Kansas City, MO	
Walkway over the Hudson	Rail bridge converted to independent bike/ped bridge	2009	Poughkeepsie, NY - Highland, NY	6758 ft (1.28 mi)
Woodrow Wilson Bridge	12 ft wide Bike/Ped Separated Lane	2009	MD, DC, VA	1.25 miles
Bob Kerrey Pedestrian Bridge	Independent bike / pedestrian bridge over Missouri River	2008	Omaha, NE - Council Bluffs, IA	3000 ft
Big Dam Bridge (Arkansas River Trail)	Bike/ped bridge built on top of Murray Lock and Dam on the Arkansas River	2006	Little Rock, AR	4226 ft (0.8 mi)
Purple People Bridge (Newport Southbank Bridge)	Rail bridge converted to bike/ped bridge	2006	Cincinnati, OH - Newport, KY	2670 ft
Sundial Bridge	Independent bike / pedestrian bridge over Sacramento River	2004	Redding, CA	700 ft
Navajo Bridge	Road bridge converted to bike/ped bridge over Colorado River and Grand Canyon	1995	Navajo Nation - Glen Canyon, UT - AZ	834 ft
Seven-Mile Bridge (Old Seven)	Rail bridge (girder) with portions converted to bike/ped bridges	1982 (rail bridge 1912-1960)	Florida Keys, FL	35719 ft
Royal Gorge Bridge & Park	Independent bike/ped bridge over the Arkansas River	1929 (refurbished in 1980s)	Cañon City, CO	1260 ft
Theodore Roosevelt Bridge	Road bridge with bike/ped path	1964 (rehabilitation planned)	Washington, DC	3143 ft
Lions Gate Bridge	Road bridge with bike/ped path	1938	Vancouver, BC, Canada	5981 ft (1.1 mi)
Ben Franklin Bridge	Road bridge with bike/ped path	1926	Philadelphia, PA - Camden, NJ	6864 ft
Chatcolet Bridge	Rail bridge converted to bike/ped bridge over St. Joe River channel / Lake Coeur d'Alene	1921	Harrison, ID	3178 ft
Androscoggin Swinging Bridge	Independent bike/ped bridge over the Androscoggin River	1892	Topsham - Brunswick, ME	322 ft
Brooklyn Bridge	Road bridge with travel lane converted to bike path with jersey barriers over the East River	1883	Manhattan - Brooklyn, NY	

HB135 Transportation _Maryland Transportation Auth

Uploaded by: Larry Zarzecki

Position: FAV



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**HB135 Transportation – Maryland Transportation Authority -
Pedestrian and Bicycle Safety and Accessibility**
House Environment and Transportation Committee
Support
February 22, 2024

Good afternoon Chair Korman and members of the House Environment and Transportation Committee. I am Larry Zarzecki, volunteer for AARP Maryland, and resident of Queen Annes County. AARP has more than 850,00 members statewide. AARP is the largest nonprofit, nonpartisan organization representing the interests of Marylanders who are age 50 years and older and their families. Key priorities of our organization include creating livable and sustainable communities where individuals can affordably and safely age in place. On behalf of our 850,000 members, we support **HB 135 Transportation – Maryland Transportation Authority – Pedestrian and Bicycle Safety and Accessibility** and thank Delegate Charkoudian for sponsoring this important legislation.

HB135 removes the requirement that the chair of the Maryland Transit Authority approve pedestrian and bicycle access to Authority managed highways, delineates parameters for pedestrian and bicycle use on Authority highways, and establishes a process for developing buffered bicycle ways and pedestrian walkways. This bill would enable new pathways for pedestrians and bicyclists to safely connect with transit stations, critical needs areas, neighborhoods separated by Authority highways, and to cross natural physical barriers. It would require those seeking waivers to establishing these pathways to review and recommendation by the Bicycle and Pedestrian Advisory Committee.

Pedestrian and bicyclist safety and accessibility are key elements in livable and sustainable communities. Safe streets, bridges, and tunnels are important for all of us. Many of us walk, bicycle, use canes, walkers, wheelchairs, or accompany children and push strollers. Everyone should feel safe crossing a street or bicycling along a road. Everyone should know that choosing a path on which to walk or bicycle will lead them to their destination and not end abruptly leaving them wondering how to safely reach that goal.

But the streets can be dangerous, especially for older Americans. The number of pedestrians killed by vehicles rose 35 percent in the past decade — and the death rate is almost twice as high for people over 75 as for the general population.

Making streets safe and accessible has been a key priority for AARP. This issue is of critical importance to AARP's members. When older Marylanders don't feel safe walking or bicycling the streets, they are less engaged, less able to access necessary resources and appointments. Isolation is a major health concern that increases with age. AARP has included pedestrian and

bicycle safety as one of the measures of quality of life on our livability index, and we invite you to check out how well your city does, at [AARP Livability Index](#).

AARP supports and advocates for increased mobility—safe and accessible infrastructure that provides a wide range of connected transportation options, including public transit, cycling, and walking. Another key aspect of this infrastructure is housing located within easy walking distance of public transportation, grocery stores, and other shopping, healthcare, recreation, and cultural institutions.

HB135 offers important opportunities and guidance for enhancing pedestrian and bicycle safety and access for people of all ages to improve the quality of life in communities throughout the state and *enabling more people to comfortably age in place*. For these reasons we ask the House Environment and Transportation Committee to issue a favorable report on HB135. If you have any questions, please feel free to contact Tammy Bresnahan at tbresnahan@aarp.org or by calling 410-302-8451.

HB135_Maryland Sierra Club_FAV_22FEB2024.pdf

Uploaded by: Lindsey Mendelson

Position: FAV



P.O. Box 278
Riverdale, MD 20738

Committee: Environment and Transportation

Testimony on: HB 135, Transportation – Maryland Transportation Authority – Pedestrian and Bicycle Safety and Accessibility

Position: Support

Hearing Date: February 22, 2024

The Maryland Chapter of the Sierra Club supports this bill that will make it both possible and much safer to walk or bicycle along highways by constructing protected bikeways and walkways along highways. The Transportation Authority may apply for waivers through the Bicycle and Pedestrian Advisory Committee to the Secretary of Transportation.

Now the default law prevents pedestrians and bicyclists from using most highways and bridges; it provides no safe or direct way for those travelers.

The illogic and unfairness of the current law was demonstrated when the Transportation Authority replaced the route 301 bridge to Virginia over the Potomac River now called the Nice-Middleton Bridge. In 2019, the Maryland Transportation Authority chose a cheap alternative that prohibits pedestrians, makes bicycling dangerous, and limits bicycling to daylight hours and only on weekends and holidays. The agency could have chosen the option with a protected walkway and bicycle path. This decision keeps bicycle tourists and other users away from this area. It will force commuters to drive thereby increasing both climate and health-harming pollution.

This bill will require the Transportation Authority to avoid blocking bicyclists and pedestrians. The bill would encourage safe bicycling and walking, providing enjoyable healthful exercise and reducing air pollution that harms our health and our climate.

Richard Reis
Transportation Committee
rich.reis1@gmail.com

Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

Testimony.HB135_Delegate Lorig Charkoudian.docx.pdf

Uploaded by: Lorig Charkoudian

Position: FAV



THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

HB 135- TRANSPORTATION- MARYLAND TRANSPORTATION AUTHORITY- PEDESTRIAN
AND BICYCLE SAFETY AND ACCESSIBILITY

TESTIMONY OF DELEGATE LORIG CHARKOUDIAN

FEBRUARY 22, 2024

Chair Korman, Vice Chair Boyce, Chair Barnes, Vice Chair Chang, and Members of the Environment and Transportation and Appropriations Committees,

Maryland's Complete Streets policy was implemented in 2012¹ and captures a "philosophy of developing context sensitive solutions that support pedestrian, bicycle, ADA, and transit accessibility". The Maryland Transportation Authority (MDTA) is responsible for our state's toll facilities including two turnpikes, two tunnels, and four bridges. Unlike all the other MDOT modal agencies including the SHA, the MDTA is currently not required to create plans that follow the state's Complete Streets legislative directive. This has led to lost opportunities to boost safety by creating multimodal options as part of key MDTA projects, notably the Harry W. Nice Memorial Bridge and the Intercounty Connector. Maryland has significant gaps in these local and national networks, sometimes due to water crossings and also due to interstate highways that lack safe, grade-separated walk/bike crossings.

Plans that incorporate Complete Streets principles are safer, better for our economy, more accessible for all Marylanders, and more environmentally sustainable than motor vehicle-focused transportation planning.

This bill closes gaps in our statewide plans for pedestrian and cyclist safety by aligning Maryland Transportation Authority safety requirements with the State Highway Administration's and other Maryland multi-modal transportation administrations. This bill implements the following changes to the Transportation Article:

- Removes the section preventing pedestrians and cyclists from using MDTA highways with the stipulation that cyclists can only use the shoulder if it is wide enough and there is not already a separated path.
- Requires MDTA to construct protected pathways on new and existing bridges if they will be doing major renovations. This has been done on recent bridges of varying length around the U.S. including the replacement Tappan Zee and Pensacola Bay bridges. Locally, the Woodrow Wilson and Frederick Douglas Bridges have such facilities which are quite popular.
- Requires MDTA, in collaboration with others, to identify locations for and plan to construct protected pathways that cross or run parallel to MDTA highways - When identifying these locations, MDTA will prioritize connecting to transit stations, critical needs locations, neighborhoods separated by MDTA highways, and traversing natural barriers.
- If MDTA believes construction to not be feasible, it may request a waiver that will go to the Bicycle and Pedestrian Advisory Committee and need approval from the Secretary of Transportation.

I respectfully request a favorable report on HB 135.

¹ https://www.roads.maryland.gov/oppen/sha_complete_street_policy.pdf

2024-HB0135-Streets-T4BL-FAV.pdf

Uploaded by: Nicholas Marks

Position: FAV



HB 135: Pedestrian and Bicycle Safety and Accessibility
House Environment and Transportation Committee
Terps For Bike Lanes – FAVORABLE

February 1, 2024

Chair Korman and Committee Members,

I am writing this testimony on behalf of Terps For Bike Lanes in support of House Bill 135, which seeks to repeal the prohibition on pedestrians and bicycles using Maryland Transportation Authority (MDTA) highways. As an organization dedicated to enhancing bicycle infrastructure in and around our campus, we believe that this legislation aligns with our mission to create a safe and inclusive environment for cyclists and pedestrians. Our advocacy efforts are rooted in the values of sustainability, accessibility, and equity. Bike lanes, in particular, play a crucial role in promoting environmental sustainability by offering an eco-friendly transportation option. Furthermore, the expansion of bike infrastructure contributes to increased accessibility, making our campus more cyclist and pedestrian-friendly. Importantly, this infrastructure can address economic disparities in marginalized communities, providing affordable transportation options for students and addressing environmental and transportation inequalities in affected areas.

Research findings support the safety, economic, and equity benefits of allowing bicycles and pedestrians on controlled-access highways. Studies such as "Safety and Convenience: Examining the Impacts of Allowing Bicycle Use on Controlled-Access Highways" (Transportation Research Part A: Policy and Practice, 2017) by Carolyn Schweiger and Eric Dumbaugh demonstrate that with proper planning and infrastructure, allowing bicycles on some controlled-access highways can be safe. Additionally, "The 2023 National Highway Traffic Safety Administration (NHTSA) Bicycle Safety Report" provides data on bicycle crashes and fatalities, underscoring the need for safer infrastructure. Economic benefits are highlighted in "The Economic Benefits of Pedestrian and Bicycle Infrastructure" (Journal of Transport Economics and Policy, 2015) by John Pucher and Rachel Buehler, emphasizing increased tourism, property values, and job creation. Another study, "A Study of the Economic Impact of the East Coast Greenway on Maryland" (2023) by the East

Coast Greenway Alliance, showcases the economic benefits of greenways in Maryland, transferable to MDTA projects. Equity and accessibility are addressed in "Equity and Accessibility in Transportation Planning: A Case Study of Pedestrian and Bicycle Infrastructure" (Urban Geography, 2018) by David Brown and Amanda Damm, emphasizing the importance of considering equity and accessibility when planning transportation infrastructure. Furthermore, the "Maryland Department of Transportation Equity Analysis Plan" (2022) provides a framework for analyzing the equity impacts of transportation projects in Maryland.

In conclusion, Terps for Bike Lanes believes that House Bill 135 is a step in the right direction towards creating a safer, more sustainable, and equitable transportation system in Maryland. We kindly request your support for this important legislation, as it aligns with our shared goals of promoting cycling and pedestrian-friendly infrastructure. Thank you for your attention to this matter, and we look forward to witnessing positive changes in Maryland's transportation landscape. We urge a Favorable committee report on this legislation and encourage the House to pass it on the floor. Thank you for the opportunity to testify.

Sincerely,

Nicholas Marks

President, Terps For Bike Lanes

terps4bikelanes@gmail.com

2024-HB135-MDTA Pedestrian and Bicycle-FAV.pdf

Uploaded by: Seth Grimes

Position: FAV



HB 135: Transportation - Maryland Transportation Authority - Pedestrian and
Bicycle Safety and Accessibility
House Environment and Transportation Committee
Washington Area Bicyclist Association – FAVORABLE

February 22, 2024

Chair Korman and Committee Members,

The Washington Area Bicyclist Association (WABA) is an advocacy organization with 1,200 Maryland members, founded in 1972. We fight for a just and sustainable transportation system where walking, biking, and transit are the best ways to get around.

WABA supports HB 135, which would establish a “routine accommodation” policy for safe, separated pedestrian and bicycle facilities on bridges and across-controlled access highways. It would, in effect, extend “complete streets” provisions to the Maryland Transportation Administration (MDTA), the one Maryland transportation entity not covered by 2018 legislation that required the Maryland Transportation Authority and MDOT modal administrations to adopt a complete streets policy that requires the implementation of certain complete streets design features.

The MDTA exemption has led to the omission of separated bicycle and pedestrian facilities from the Harry W. Nice Memorial Bridge, despite a previous governor's announcement that the bridge would include them. The MDTA similarly failed to deliver continuous bikeways, as had been promised, along the entirety of MD 200, the Intercounty Connector.

These omissions – the result of an unjustified exemption – limit Marylanders’ and visitors’ green transportation and recreation options. The current MDTA policies endanger bicyclists and pedestrians who seek to use or cross MDTA facilities, contrary to the state’s Vision Zero commitment. Further omissions may additionally cost us federal transportation funding and will certainly limit mobility options for new or reconstructed facilities such as the I-495 Potomac crossing, a new Chesapeake Bay Bridge, and a new Susquehanna River crossing.

Bicycle and pedestrian facilities, if designed into projects, add modest additional cost, which is justified by mobility, tourism, and economic benefits. The cost of these facilities is an insufficient reason for concern about this bill.

The Washington Area Bicyclist Association urges a Favorable HB 135 committee report and House floor vote.

Thank you for the opportunity to testify on this legislation.

Seth Grimes, seth.grimes@waba.org

Position Statement_HB135 Pedestrian Bike Safety_Pr

Uploaded by: Jordan BaucumColbert

Position: FWA



POSITION STATEMENT

Bill: HB 0135 - Transportation - Maryland Transportation Authority - Pedestrian and Bicycle Safety and Accessibility

Position: Support with Amendments
2024

Date: February 22,

Contact: Debra Borden, General Counsel
Jordan Baucum Colbert, Government Affairs Liaison

Dear Chair Marc Korman and Vice Chair Regina T. Boyce,

The Maryland-National Capital Park and Planning Commission (M-NCPPC or “the Commission”) has voted to support this bill with amendments. The Commission respectfully requests that the Environment & Transportation Committee consider this information and include it in the record.

Proposed Amendments

Issue #1: The use of the phrase “separated or buffered bicycle ways and pedestrian walkways” is redundant and confusing:

- A “bicycle way” as defined in 21-101 includes “any trail, path, part of a highway, surfaced or smooth shoulder, or sidewalk”, and the phrase “separated or buffered bicycle ways and pedestrian walkways” refers to pedestrian facilities both as part of “bicycle ways” and as “pedestrian walkways”.
- “Separated or buffered bicycle ways” is confusing because the “bicycle ways” definition contains several facility types that can only be constructed to be separated from traffic and others that are defined by not having separation from traffic.

Recommendations:

- Page 4, Line 4: Replace “pedestrian walkways” with “sidewalk” as defined in 21-101.
- Page 5, Lines 16: Replace “separated or buffered bicycle ways” with “bicycle paths”. As defined in 21-101, this revised definition would be inclusive of the intended facility types
- Page 5, Line 17: Replace “pedestrian walkways” with “sidewalk” as defined in 21-101.
- Page 5, Lines 22: Replace “separated or buffered bicycle ways” with “bicycle paths”. As defined in 21-101, this revised definition would be inclusive of the intended facility types
- Page 5, Line 23: Replace “pedestrian walkways” with “sidewalk” as defined in 21-101.
- Page 5, Line 27: Replace “pedestrian walkways” with “sidewalk” as defined in 21-101.
- Page 6, Lines 7: Replace “separated or buffered bicycle ways” with “bicycle paths”. As defined in 21-101, this revised definition would be inclusive of the intended facility types
- Page 6, Line 8: Replace “pedestrian walkways” with “sidewalk” as defined in 21-101.
- Page 6, Lines 11: Replace “separated or buffered bicycle ways” with “bicycle paths”. As defined in 21-101, this revised definition would be inclusive of the intended facility types
- Page 6, Line 12: Replace “pedestrian walkways” with “sidewalk” as defined in 21-101.

Issue #2: When identifying the locations for sidewalks and bicycle paths along or across state highways, MTA should consider local master plan recommendations to assure there are no conflicts.

Recommendation:

- Between Lines 5 and 6, add: “(III) Following pedestrian, bicycle and transit recommendations identified in local master plans.”

For these reasons, the Commission requests an affirmative vote in support of HB 0135 with the proposed amendments.

HB 135_MTBMA_UNF.pdf

Uploaded by: Michael Sakata

Position: UNF



February 22, 2024

Delegate Marc Korman, Chair
House Environment and Transportation Committee
251 House Office Building
Annapolis, MD 21401

RE: HB 135 – UNFAVORABLE – Transportation – Maryland Transportation Authority – Pedestrian and Bicycle Safety Accessibility

Dear Chair Korman and Members of the Committee:

The Maryland Transportation Builders and Materials Association (“MTBMA”) has been and continues to serve as the voice for Maryland’s construction transportation industry since 1932. Our association is comprised of 200 members. MTBMA encourages, develops, and protects the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials. We proactively work with regulatory agencies and governing bodies to represent the interests of the transportation industry and advocate for adequate state and federal funding for Maryland’s multimodal transportation system.

House Bill 135 sets up various procedures for the Maryland Transportation Authority to allow pedestrians and bicyclists on highways, including the construction of bicycle ways and pedestrian walkways on highways overseen by the Maryland Transportation Authority.

While MTMBA appreciates the need for safe pedestrian and bicycle crossings in Maryland, HB 135 seems to have missed the mark. Allowing pedestrians and bicyclists on highways managed by the Maryland Transportation Authority seems highly dangerous. Highways are designed for high-speed traffic, and introducing pedestrians and cyclists would lead to higher rates of crashes and fatalities. At a time when the State is really pushing to create safer roads, this bill seems unwise. Additionally, the presence of pedestrians and cyclists on highways might disrupt ongoing construction projects. Construction zones typically have specific safety protocols, and introducing non-motorized traffic could complicate these protocols, potentially delaying projects and increasing costs.

We appreciate you taking the time to consider our request for an **UNFAVORABLE** report on House Bill 135.

Thank you,

Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association

HB0135.pdf

Uploaded by: Suzanne Duffy

Position: UNF

HB0135 **is another government overreach**, and a UN AGENDA21 tactic, meaning
A push for socialist government, 15-min cities, Plan 2040. It's all totally UNAFFORDABLE.

Walkable, bike rideable is a push for single family car ownership to be taken away and a \$\$\$
fine for having a car, same as taking away gas stoves and gas powered leaf blowers.

Can anyone SAY CHINESE SOCIAL CREDIT SCORE! If they don't like how you think, what you
write or what you say, they (the government) can turn off your power and punish you but not
until they fine/tax you to death.

Say no to this dangerous and bad bill that will cost a fortune to create and will NEVER be
Actually used as it is unsustainable, unaffordable and unreliable.

Suzanne Price
AACo

HB 135_MAA_UNF.pdf

Uploaded by: Tim Smith

Position: UNF

CHAIRMAN:
Jeff Graf
VICE CHAIRMAN
David Slaughter

MARYLAND ASPHALT ASSOCIATION



TREASURER:
Paul Bramble
SECRETARY:
Curtis Hall
PRESIDENT:
Tim Smith

February 22, 2024

Delegate Marc Korman, Chair
House Environment and Transportation Committee
251 House Office Building
Annapolis, MD 21401

RE: HB 135 – UNFAVORABLE – Transportation – Maryland Transportation Authority – Pedestrian and Bicycle Safety Accessibility

Dear Chair Korman and Members of the Committee:

The Maryland Asphalt Association (MAA) is comprised of 19 producer members representing more than 48 production facilities, 25 contractor members, 25 consulting engineer firms and 41 other associate members. MAA works proactively with regulatory agencies to represent the interests of the asphalt industry both in the writing and interpretation of state and federal regulations that may affect our members. We also advocate for adequate state and federal funding for Maryland's multimodal transportation system.

House Bill 135 sets up various procedures for the Maryland Transportation Authority to allow pedestrians and bicyclists on highways, including the construction of bicycle ways and pedestrian walkways on highways overseen by the Maryland Transportation Authority.

While MAA appreciates the need for safe pedestrian and bicycle crossings in Maryland, HB 135 seems to have missed the mark. Allowing pedestrians and bicyclists on highways managed by the Maryland Transportation Authority seems highly dangerous. Highways are designed for high-speed traffic, and introducing pedestrians and cyclists would lead to higher rates of crashes and fatalities. At a time when the State is really pushing to create safer roads, this bill seems unwise. Additionally, the presence of pedestrians and cyclists on highways might disrupt ongoing construction projects. Construction zones typically have specific safety protocols, and introducing non-motorized traffic could complicate these protocols, potentially delaying projects and increasing costs.

We appreciate you taking the time to consider our request for an **UNFAVORABLE** report on House Bill 135.

Sincerely,

Tim E. Smith, P.E.
President
Maryland Asphalt Association

HB0135 - MDTA - Bicycle and Pedestrian Facilities_

Uploaded by: Pilar Helm

Position: INFO

February 22, 2024

The Honorable Marc Korman
Chair, House Environment and Transportation Committee
251 House Office Building
Annapolis MD 21401

RE: Letter of Information – House Bill 135 – Transportation – Maryland Transportation Authority – Pedestrian and Bicycle Safety and Accessibility

Dear Chair Korman and Committee members:

The Maryland Department of Transportation (MDOT) and the Maryland Transportation Authority (MDTA) offer the following information for the Committee’s consideration on House Bill 135.

House Bill 135 removes the statutory provisions that prohibit pedestrians and bicycle riders from using MDTA highways, tunnels and bridges. The bill also requires that MDTA construct separated or buffered bicycle ways and pedestrian walkways as part of any construction, repair and maintenance on an MDTA bridge. MDTA may request a waiver of these requirements.

The MDOT and MDTA are working to protect vulnerable road users, including bicyclists and pedestrians, on all of the State’s transportation systems. Requiring MDTA to allow bicyclists and pedestrians on their roadways with vehicles at high speeds, could be unsafe. The MDTA has planners and engineers that work through the appropriate uses for the roadways and a one-size-fits-all approach is almost never appropriate. This is important to note given that the MDTA’s roadways are generally posted with speed limits greater than 50 mph and are expressways. MDTA continues to coordinate its projects with State and local agencies for impacts to their roadways or facilities. MDTA also plans and designs its projects to accommodate State and local, current, or planned improvements, which could include pedestrian access, bicycle lanes, or parking. Finally, MDTA coordinates proactively with transit agencies to plan, design, and construct multimodal options and connections as part of its capital projects.

As drafted, House Bill 135 requires MDTA to construct buffered or separated bicycle and pedestrian pathways on or parallel to MDTA facilities under certain circumstances, including when performing repairs or maintenance. This mandate could result in a maximum fiscal impact of more than \$8 billion for design and construction of these bicycle and pedestrian facilities on all MDTA bridges and roadways (bicycle and pedestrian facilities are not included at the two roadway tunnels). The costs do not include additional costs associated with acquiring right-of-way land access, which could also be significant.

The Honorable Marc Korman
Page Two

The MDTA is legally required to operate within the parameters established in its master Trust Agreement that provides for the general terms and conditions of future debt issuances. The requirements outlined in House Bill 135 could be viewed as an erosion of MDTA's independence which would raise concerns from the rating agencies and bondholders.

The Maryland Department of Transportation and the Maryland Transportation Authority respectfully request the Committee consider this information when deliberating House Bill 135.

Respectfully submitted,

Bradley Ryon
Manager, Government Relations
Maryland Transportation Authority
410-387-5253

Pilar Helm
Director of Government Affairs
Maryland Department of Transportation
410-865-1090