

MCPA-MSA_SB 345 Vision Zero Advisory Commission -

Uploaded by: Andrea Mansfield

Position: FAV



Maryland Chiefs of Police Association Maryland Sheriffs' Association



MEMORANDUM

TO: The Honorable Marc Korman, and
Members of the Environment and Transportation Committee

FROM: Darren Popkin, Executive Director, MCPA-MSA Joint Legislative Committee
Andrea Mansfield, Representative, MCPA-MSA Joint Legislative Committee
Natasha Mehu, Representative, MCPA-MSA Joint Legislative Committee

DATE: March 27, 2024

RE: **SB 345 - Vision Zero Advisory Commission - Establishment**

POSITION: **SUPPORT**

The Maryland Chiefs of Police Association (MCPA) and the Maryland Sheriffs' Association (MSA) **SUPPORT SB 345**. This bill strengthens the oversight and coordination of the State's Vision Zero efforts.

Law enforcement officers are often the first to respond to the scene of a roadway accident and are far too familiar with the carnage that can occur whether the accident involves vehicles, bicycles, or pedestrians. Vision Zero is a data-driven, Safe System Approach to eliminating death and serious injuries on state roadways. The approach comprehensively implements the best safety practices across all modes of ground transportation.

SB 345 establishes the Vision Zero Advisory Commission (VZAC) to advise the Maryland Department of Transportation (MDOT) on the State's Vision Zero efforts. Specifically, the Commission is charged with advising the Governor and state agencies on the implementation of Vision Zero, ensuring best practices of traffic safety for pedestrians, bicyclists, and drivers are followed, prioritizing roadway safety and needs, identifying hindrances to the implementation and development of Vision Zero, as well as providing other relevant guidance on road safety.

The Commission includes many stakeholders critical to achieving the state's Vision Zero goals. MCPA and MSA are each represented by a member ensuring law enforcement has a voice at the table. As the Commission's findings and recommendations are to be reported annually, MDOT will be provided with timely information on specific issues and needs and can adjust the Vision Zero program accordingly to address them.

For these reasons, MCPA and MSA **SUPPORT SB 345** and urge a **FAVORABLE** report.

MML-SB 345 - Vision Zero Task Force - In House-FAV

Uploaded by: Bill Jorch

Position: FAV



Maryland Municipal League
The Association of Maryland's Cities and Towns

TESTIMONY

March 27, 2024

Committee: House Environment and Transportation

Bill: SB 345 - Transportation - Vision Zero Advisory Commission - Establishment

Position: Favorable

Reason for Position:

The Maryland Municipal League (MML) supports Senate Bill 345 which, through the creation of the Vision Zero Advisory Committee, will significantly improve roadway safety by comprehensively studying the issue.

One critical function of local government is to promote the safe use of public rights-of-way by all users. Promoting Vision Zero and its policies has been a frequent topic when discussing potential MML priorities. In addition to the State's adoption of Vision Zero in 2019, several municipalities have also adopted local Vision Zero plans that focus on reducing fatalities on local roads.

The municipal seat on the Commission is particularly important to provide the local perspective on this issue that impacts the shared constituency of all levels of government. Specifically, the Commission's review of policies and advising state agencies on implementation is particularly impactful. Local government representatives can speak specifically to the role of local laws on implementing Vision Zero goals.

The provisions of SB 345 should significantly assist municipal governments promote roadway safety through the work of the Commission. For this reason, the League respectfully requests that the committee provide Senate Bill 345 with a favorable report.

FOR MORE INFORMATION CONTACT:

Theresa Kuhns
Angelica Bailey Thupari, Esq.
Bill Jorch
Justin Fiore

Chief Executive Officer
Director, Advocacy & Public Affairs
Director, Public Policy & Research
Deputy Director, Advocacy & Public Affairs

SB0345-ET_MACo_SUP.pdf

Uploaded by: Sarah Sample

Position: FAV



Senate Bill 345

Transportation – Vision Zero Advisory Commission - Establishment

MACo Position: **SUPPORT**

To: Environment and Transportation
Committee

Date: March 27, 2024

From: Sarah Sample

The Maryland Association of Counties (MACo) **SUPPORTS** SB 345. This bill establishes the Vision Zero Advisory Commission to reduce the number of vehicle-related deaths by making roadways safer for all residents regardless of transportation mode.

Vision Zero projects require a substantial commitment from local jurisdictions in both time and money. This is an undertaking that counties do not take lightly, and where many are already making significant investments. Additionally, these cross-departmental and cross-jurisdictional projects demand constant collaboration and coordination. Counties recognize and appreciate the inclusion of local officials and experts on the Commission established by SB 345 and look forward to engaging productively. Making roadways safer for vehicles, pedestrians, bicyclists, and more will bring about greater transportation equity and mobility access for all residents.

A larger collaboration between state and local officials, with the diversity of representation outlined in the bill, will undoubtedly enable all stakeholders in the effort to reduce vehicle-related deaths across Maryland. For this reason, MACo **SUPPORTS** SB 345 and urges a **FAVORABLE** report.

2024-SB345-VZ Advisory Commission-House-FAV.pdf

Uploaded by: Seth Grimes

Position: FAV



SB 345: Transportation - Vision Zero Advisory Commission - Establishment
Environment and Transportation Committee
Washington Area Bicyclist Association – FAVORABLE

March 27, 2024

Chair Korman, Vice Chair Boyce, and Committee Members,

The Washington Area Bicyclist Association (WABA) supports the establishment of a Maryland Vision Zero Advisory Commission, via SB 345, as well as the bill's advisory and reporting provisions, as an important step toward the state's Vision Zero goal of roadway fatalities and serious injuries by 2030.

The General Assembly passed Maryland's Vision Zero law in 2019, and then Governor Larry Hogan signed it into law. The next year, in 2020, Maryland experienced 574 road deaths including 129 pedestrians and 15 bicyclists. We experienced 563 fatalities in 2021, 566 in 2022, and 601 in 2023, including 155 pedestrians and, again, 15 bicyclists.

Maryland is not meeting our state's Vision Zero commitment. We have made no progress.

The commission would include a wide range of officials, experts, and advocates from around the state, to advise the governor and state agencies on Vision Zero implementation and on policies, programs, services, and priorities. It would identify state and local laws, policies, and regulations that hinder progress. These and other provisions are appropriate, and we particularly appreciate SB 345's inclusion of representatives of bicycling and pedestrian advocacy organizations and an organization that advocates for people with disabilities.

WABA urges a Favorable SB 345 committee report and General Assembly enactment.

Thank you for the opportunity to testify on this legislation.

Seth Grimes

Maryland organizer
seth.grimes@waba.org

DRM-Testimony-SB345 in House-VisionZero-FAVwAmendm

Uploaded by: Gabriel Rubinstein

Position: FWA

Senate Bill 345: Transportation – Vision Zero Advisory Commission – Establishment
HOUSE ENVIRONMENT & TRANSPORTATION COMMITTEE

Date: March 27, 2024

Position: Support with Amendment

Thank you to Chair, Vice Chair, and the Committee Members for the opportunity to provide testimony today. Disability Rights Maryland (“DRM,” formerly known as the Maryland Disability Law Center, MDLC) is Maryland’s designated Protection & Advocacy agency, which is part of a nationwide network of organizations established by Congress to protect and advance the rights of people with disabilities.

SB 345 aims to make our roads safer for everyone who uses them, regardless of their mode of transportation. This is a critical issue: in 2022, 564 people were killed in crashes in Maryland. Of these fatalities, 62% were motorists, 23% were pedestrians, 13% were motorcyclists, and 2% were bicyclists.¹ Nationally, pedestrian fatalities are growing relative to other traffic deaths. From 2010 to 2021, pedestrian fatalities increased by 77 percent.² In Maryland, there were 2.16 pedestrian fatalities per 100,000 people in 2021; this is a fatality rate that is higher than two-thirds of other states. An estimated 92% of pedestrian-involved crashes in Maryland result in injury or death.¹

Pedestrian fatalities are even more likely when the pedestrian is a person with a disability, which is consistently shown in studies. Persons who use wheelchairs experience substantial pedestrian mortality disparities.³ When there is poor pedestrian infrastructure or infrastructure is poorly adapted to people with mobility impairments, people who use wheelchairs often are forced to use the streets, or are otherwise exposed to greater risk. Further, pedestrians who have sensory, developmental, cognitive, or physical impairments all have increased risk of fatalities caused by vehicles.⁴

Rather than continue to accept the status quo that traffic deaths are inevitable, SB 345 challenges traffic engineers, planners, law enforcement, and others to view traffic deaths as preventable and to plan roads that account for failures in human behavior. SB 345 can be accomplished by a variety of means, depending on local conditions, resources, and needs. Combinations of

¹ Maryland Highway Safety Office, *available at* <https://zerodeathsmd.gov/highway-safety-office/>,

² Governors Highway Safety Association, 2022 data.

³ See John D. Kraemer and Connor S. Benton, *Disparities in road crash mortality among pedestrians using wheelchairs in the USA: results of a capture–recapture analysis*, National Library of Medicine, National Center for Biotechnology Information (2015), *available at* [https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4654303/#:~:text=This%20study%20found%20that%2C%20from,risk%20\(p%3C0.001\)](https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4654303/#:~:text=This%20study%20found%20that%2C%20from,risk%20(p%3C0.001).).

⁴ *Id.*

engineering, enforcement, and education are the potential tools the commission will have in its the toolbox.

This bill establishes a Vision Zero Advisory Commission to advise the Governor and state agencies on traffic safety for pedestrians, bicyclists, and motorists. Additionally, the commission will include a representative from the Maryland Department of Disabilities, as well as an individual from an organization who advocates for people with disabilities. These appointments will increase the likelihood that the commission's decisions will consider the higher risks of pedestrian fatalities for people with disabilities, and how we can best address these concerns. Any findings and recommendations from the commission will be published in the Maryland Department of Transportation's Vision Zero report, which is required by current law to be published annually. We believe SB 335 will be a major step in our goal of ending pedestrian and vehicle accidents and deaths.

We note one requested amendment: The bill should include disability in reference to the makeup of the commission membership in section 8-1008(E): TO THE EXTENT PRACTICABLE, THE MEMBERSHIP OF THE COMMISSION SHALL REFLECT THE RACIAL, ETHNIC, GEOGRAPHIC, GENDER, **DISABILITY**, AND ECONOMIC DIVERSITY OF THE STATE.

For these reasons, DRM supports Senate Bill 345 with the requested amendment.

Respectfully,
Gabriel H. Rubinstein, Esq.
Managing Attorney
Disability Rights Maryland
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GabrielR@DisabilityRightsMD.org

HB_345_UNF_LateTestimony_FreeVox

Uploaded by: Free Vox

Position: UNF

HOD - Environment & Transportation

Dear Delegate,

Please vote AGAINST SB0345. Although this concept seems nice on the surface, it's just another committee formed and more people needed to track info. and more work for people to do. Let the counties do what they need to do to implement safe roads, etc. HOWEVER, anyone who has ever driven on a road NEXT to a bike lane, especially in some parts of Montgomery County, will most likely agree that these bike lanes are DANGEROUS for both a driver of a motor vehicle as well as a bicyclist. Keep bikes OFF of roads and on side paths AWAY from motor vehicle traffic. Keep ALL lanes of paved roads available for motor vehicles. Help Marylanders get to where they need to go faster without more state regulation.

Additionally, isn't it obvious that there are never going to be as many people biking to work or around town to do their errands as there are motor vehicles?

(And building so many little town centers (*with VERY SMALL lanes for motor vehicle traffic*) which increases pedestrian traffic does NOT help as well as becoming more lax on driver's license requirements which allows unsafe drivers on the roads and the potential for those uninsured on the roads. And poor lighting at intersections also does NOT help keep pedestrians safe.)

Yes, this sounds "fatalistic" but because the drivers of motor vehicles and bicycles *are human*, there will unfortunately be fatalities.

However, by keeping significant distance between bike lanes and lanes for motor vehicles -- WITHOUT REMOVING A PAVED TRAFFIC LANE -- the number of fatalities will be significantly lowered.

Help keep Marylanders safe *and* happy. Stop finagling ways to promote bike traffic over motor vehicle traffic so Maryland residents will not be cursing under their breath all the way to work or around town and trying to figure out ways to FLEE Maryland.

Vote UNFAVORABLE on SB0345.

Sincerely,
Lee Robinson
Gaithersburg (LD-39)
Montgomery County

"Oh, say, does that *star-spangled banner* yet wave?
O'er the land of the *free* and the *home* of the *brave*!"

SB0345OPPOSE.pdf

Uploaded by: Peggy Williams

Position: UNF

SB0345 OPPOSE

Dear Committee Members:

I strongly oppose this bill because I do not subscribe to United Nations Agenda21 policies. Please oppose this bill. Vision Zero is top-down governance being imposed on Marylanders to keep us “safe.” This is the “Great Reset” of public safety.

<https://sustainablemobility.iclei.org/achieving-road-safety-through-vision-zero/>

No thank you. Please oppose!!!

Peggy Williams
Severna Park
D31

SB345 Vote NO on Zero Tolerance.pdf

Uploaded by: Stacy Pedersen

Position: UNF

To the Maryland Congress:

This is a UN/ICLEI Global Governance Policy. Vision Zero is TOP DOWN Governance being imposed on Marylanders. Please understand that you are allowing foreign entities to dictate what we do in our state. This is dangerous!! Please do not be a part of this.

Vote NO on SB 0345

Sincerely,

Stacy Pedersen

SB0345.pdf

Uploaded by: Suzanne Price

Position: UNF

I am adamantly opposed to any and all UN Agenda21 policies, therefore I oppose SB0345.

Suzanne Price
AACo, Maryland

SB0345 - MVA Transportation - Vision Zero Advisor

Uploaded by: Patricia Westervelt

Position: INFO

March 27, 2025

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

RE: Letter of Information – Senate Bill 345 – Transportation - Vision Zero Advisory Commission - Establishment

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) offers the following information on Senate Bill 345 for the Committee's consideration.

Senate Bill 345 seeks to establish a Vision Zero Advisory Commission to provide feedback to MDOT on its vision zero goal. It further requires an annual report to the General Assembly on the status of Vision Zero along with the recommendations from the Commission.

The MDOT supports the Vision Zero strategy through the Strategic Highway Safety Plan, a statewide, coordinated, comprehensive plan to reduce highway fatalities and serious injuries on all public streets and highways. It establishes overall goals and objectives, as well as strategies within each of six emphasis areas (EAs), including speeding and aggressive driving, distracted driving, impaired driving, occupant protection, pedestrian and bicyclist safety, and highway infrastructure.

The Strategic Highway Safety Plan (SHSP) is required as a component of Congress' Transportation funding bill (currently the Infrastructure Investment and Jobs Act - IIJA). The fatality and serious injury goals and their interim targets are aligned with those reported to the National Highway Transportation Safety Administration (NHTSA) through the Highway Safety Plan, and to the Federal Highway Administration through the Highway Safety Improvement Plan. These plans outline the projects and programs Maryland will utilize to improve highway safety. The Federal Highway Administration requires the reporting of the number of fatalities, the fatality rate, the number of serious injuries, the serious injury rate, and the total number of non-motorized fatalities and serious injuries. These metrics serve as the performance measures used to track the State's progress. The current implementation of the SHSP began January 1, 2021, and continues through December 31, 2025.

Led by an Executive Council consisting of leadership from multiple state agencies, the SHSP focuses on strategies and actions to help Maryland reach zero fatalities by 2030. State agencies that make up the Executive Committee include: the Maryland Department of Transportation, the Motor Vehicle Administration (MVA), Maryland Transportation Authority (MDTA), and State Highway Administration (SHA), the Maryland State Police (MSP), the Maryland Institute for Emergency Medical Services Systems (MIEMSS), the Maryland Department of Health (MDH), and the Maryland Department of Information Technology (DoIT).

The Honorable Marc Korman
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The Executive Council is tasked with the development and implementation of the SHSP and is responsible for day-to-day SHSP leadership, administration, and coordination. The Executive Council considers a variety of key factors to determine the emphasis areas and strategies that will prevent casualties on our roadways. In cooperation with a steering committee, EA team leaders and their members, the Executive Council shares the responsibility of meeting and exceeding prescribed performance targets.

The SHSP Executive Council and Maryland Highway Safety Office (MHSO) management monitor output measures (the extent to which SHSP strategies and actions are implemented) and outcome measures (the degree to which SHSP strategies and activities contribute to reducing fatalities and serious injuries, improve road user safety attitudes and behaviors). Together they track these measures and report results to agency leaders, safety stakeholders, and policy makers. If the EAs do not make progress or meet goals, the Executive Council will examine the process and reconsider the EA action plan. Equipped with these measures, Maryland can direct resources and efforts to the most critical issues and strengthen the most effective prevention strategies.

Maryland's SHSP Executive Council conducts an annual review of the SHSP to monitor implementation, prioritize or re-prioritize strategies and action steps, and ensure the timeliness, accuracy, completeness, uniformity, integration, and accessibility of traffic data. The annual review monitors progress toward FHWA's Safety Performance Measures (number of fatalities, fatality rates, serious injury counts, serious injury rates, and non-motorized fatalities and serious injury counts in Maryland). The SHSP Executive Council will solicit support to produce the next iteration of the SHSP (2026-2030) in late 2024.

MDOT would like to highlight one issue with the bill as drafted as the Committee considers this legislation. Subsection (k), paragraph (3) of the bill requires the Commission to review safety deficiencies at crash sites where there have been three or more fatalities within 12 months, including deficiencies identified by infrastructure reviews conducted by SHA following bicyclist and pedestrian fatalities on State highways or at the intersection of a State highway and another highway or a municipal street. The current language in the bill is unclear as to the specific triggers that would require review by the Commission. For example, a standard based on fatalities could be triggered by a single crash, which does not suggest that a site is any more or less unsafe than any other location along a highway. Further, the area under review is not defined, meaning that any three fatal crashes along a single roadway could trigger a review of the entire roadway, leading to significant review costs for SHA – the party most likely to be tasked with the reviews on behalf of the Commission – without additional funds identified to offset these costs. By focusing this requirement on the infrastructure reviews required by § 8-204.2 of the Transportation Article, the Commission will be able to highlight impacts to vulnerable road users on State highways.

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating Senate Bill 345.

Respectfully submitted,

Christine E. Nizer
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Maryland Department of Transportation
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