



## **POSITION STATEMENT**

**Bill:** SB 0593- Transportation - Maryland Transportation Authority - Pedestrian and Bicycle Safety and Accessibility

**Position:** Support with Amendments

**Date:** February 22, 2024

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

Dear Chair William C. Smith and Vice Chair Senator Jeff Waldstreicher

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 Judicial Proceedings 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 SB 0593 with the proposed amendments.