

# **HB0628 - Senate\_FAV\_City of Rockville\_Hwys. - Side**

Uploaded by: Adam Van Grack

Position: FAV



**Testimony of the Mayor and Council of Rockville**  
**HB 628 – Highways – Sidewalks and Bicycle Pathways – Construction and**  
**Reconstruction**  
**SUPPORT**

Good afternoon, Chair Smith and members of the Senate Judicial Proceedings Committee. I am Rockville City Councilmember Adam Van Grack. Thank you for the opportunity to provide Rockville's testimony on HB 628. We thank Delegate Healey for sponsoring this important legislation.

The Rockville Mayor and Council unanimously support HB 628, which prioritizes funding for sidewalk construction and reconstruction on State roadways that are included in a complete streets policy or a local Vision Zero Plan and are not within areas that are both Priority Funding Areas and Sustainable Communities. HB 628 closely aligns with the goals of Rockville's Vision Zero program, which strives to eliminate all pedestrian, bicycle, rolling, and traffic crash related deaths.

It is essential that our residents are provided with safe and accessible sidewalks on State roads, especially in cities like Rockville that have an extensive transportation network. This is a matter of life and death for those who walk, bike, roll, and use transit. The legislation focuses on the most critical issues by prioritizing sidewalks identified as high injury network corridors, which are prone to serious injury and fatal crashes. Rockville will benefit from this legislation as we have two key sections of heavily traveled State roads that are covered under the bill:

- Sidewalk on MD 28 west of Rockville Town Center.
- Sidewalk on MD 355 at the north end of the King Farm neighborhood to College Parkway.

HB 628 takes a strategic and thoughtful approach to the construction and reconstruction of sidewalks on State roads. By prioritizing sidewalks included in complete streets or Vision Zero plans, HB 628 provides enhanced safety protections and access for those who walk, bike, roll, and use transit. For these reasons, we urge the Committee to provide HB 628 with a favorable report.

# **Healey Sponsor Testimony JPR - HB 628.pdf**

Uploaded by: Anne Healey

Position: FAV

ANNE HEALEY  
*Legislative District 22*  
Prince George's County

*Chair*  
Rules and Executive  
Nominations Committee

Environment and Transportation  
Committee

*Chair*  
Local Government and  
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## **Testimony in Support of HB 628 – Highways – Sidewalks and Bicycle Pathways – Construction and Reconstruction March 27, 2025**

Chair Smith and Colleagues of this Committee,

For the record, I am Delegate Anne Healey, seeking a favorable report on HB 628.

This bill simply requires that the State Highway Administration prioritize funding for the construction or reconstruction of sidewalks and bicycle pathways that are adjacent to highways that are subject to complete streets policy or similar Vision Zero program. The purpose of this bill is to ensure the safety of our bicyclists and pedestrians by continuing to reach the goal of our Vision Zero programs, which is Zero Deaths in Maryland for drivers and passengers of motor vehicles, bicyclists, and pedestrians.

A complete streets policy provides information on how to design features that keep pedestrians and bicyclists safe in protected bicycle lanes and sidewalks, among other things, like crosswalks, share-the-road signage and pedestrian control signals. All of this is already in the law.

Our state's Vision Zero program plans and develops a State roadway system that has zero vehicle-related deaths or serious injuries. The goal is to have Zero deaths by 2030.

Citizens rely on walking and bicycling as alternative modes of transportation for health, the environment, and sometimes for necessity. The issue of maintaining sidewalks and pathways is not new and is essential to achieving our goal of zero deaths.

This bill simply prioritizes funding for the construction and reconstruction of sidewalks adjacent to highways subject to a Complete Streets policy and Vision Zero program.

**So, I ask for a favorable report of HB 628.**

# **HB0628\_ (FAV) Highways - Sidewalks and Bicycle Pat**

Uploaded by: Steve Ashurst

Position: FAV

March 25, 2025

HB0628: Highways - Sidewalks and Bicycle Pathways - Construction and Reconstruction

Chair Smith and members of the Judicial Proceedings Committee,

I support HB0628, which would require prioritizing funding for sidewalks and bike paths along areas where a complete streets policy exists or in line with a Vision Zero program.

Complete Streets projects and Vision Zero policies exist because we know of many areas where pedestrians and bicyclists cannot safely get from point A to B. Having safe sidewalks and adequate bike paths will not only keep users safe, but connect communities.

We need to build complete streets throughout our neighborhoods and certainly along main thoroughfares which are sometimes the only route to connect schools, libraries, and community centers. We know that when adults maintain a healthy lifestyle, medical costs can decrease around \$2500 per year<sup>1</sup>. So let's create safe walking paths for the people of Maryland to begin or maintain healthy habits that will benefit them the rest of their lives.

I urge a favorable reading from the committee so that HB0628 can be brought to the floor for a vote.

Sincerely,

Steve Ashurst  
14401 Hollyhock Way  
Burtonsville, MD 20866  
[steve.a.md3@gmail.com](mailto:steve.a.md3@gmail.com)

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<sup>1</sup> <https://bmjopensem.bmj.com/content/7/1/e001038>

# **Takoma Park 2025 - HB 628 FAV - Safe Sidewalks - S**

Uploaded by: Talisha Searcy

Position: FAV





# CITY TAKOMA OF PARK MARYLAND

## **Support House Bill 628 - Highways - Sidewalks and Bicycle Pathways - Construction and Reconstruction**

**Senate Judicial Proceedings Committee**

**March 27, 2025**

The City of Takoma Park supports and urges favorable consideration of House Bill 628, which will ensure that pedestrians and cyclists are safer along urban highways in municipalities.

The City of Takoma Park is home to several stretches of urban highways maintained by the State Highway Administration (SHA); for example, MD-650 (New Hampshire Avenue) and MD-410 (Philadelphia Avenue/Ethan Allen Avenue). As major thoroughfares connecting Washington DC to Maryland, these highways have a high number of vehicles as well as pedestrians and cyclists. HB 628 ensures that the SHA provides vital sidewalk and bike lane infrastructure along these roads.

Making sure all residents can use these roads safely is of utmost importance, but the cost to construct and maintain sidewalks and bike paths on these roads is a significant financial burden, especially for small municipalities. Within the City's boundaries, we pay for the maintenance of all local roads as well as their adjacent sidewalks and bike paths. Moreover, the City pays for modifications necessary to ensure that sidewalks along state roads comply with the Americans with Disability Act (ADA). The State should take responsibility for the design, construction, and maintenance costs of sidewalk and bike paths along state roads.

HB 628 supports the City's Vision Zero goal to create a safer community for all residents, including pedestrians, bicyclists, and drivers. This is why the City of Takoma Park supports HB 628 and urges a favorable committee vote.

**HB0628-JPR\_MACo\_LOI.pdf**

Uploaded by: Dominic Butchko

Position: INFO



## House Bill 628

### *Highways - Sidewalks and Bicycle Pathways - Construction and Reconstruction*

MACo Position:

To: Judicial Proceedings Committee

### **LETTER OF INFORMATION**

Date: March 27, 2025

From: Dominic J. Butchko

The Maryland Association of Counties (MACo) submits this **LETTER OF INFORMATION** on HB 628. The bill would give counties that have vision zero programs priority in receiving state funds or program support for sidewalks and bicycle pathways.

The State Highway Administration is a major actor with the construction and maintenance of major state arteries. However, in many cases, the State fails to follow through and maintain the auxiliary components of sensible roadway planning, including bicycle lanes and sidewalks. HB 628 is designed to further encourage the State to fulfill its reasonable responsibility – especially since local governments have been denied fair transportation funding for over 15 years.

Local governments in Maryland own and maintain roughly 5 of every 6 road miles across the state. Counties maintain the bulk of this infrastructure, whether it be in urban areas found within the greater Baltimore-Washington region, or in the rural sections of Western Maryland and the Eastern Shore. “Great Recession” era cuts to highway user revenues (the share of state transportation revenues sent for local roadway maintenance) have left local transportation infrastructure far underfunded for the last 15 years. As this committee debates the prioritization of sidewalk and bicycle pathway funding, counties urge that properly aligning the burdens of repair and maintenance of sidewalks and bicycle pathways along state highways is also reconsidered.

Proper care of the roadway should include its full scope, from the surface itself, to underground conduits, to amenities like bicycle lanes and sidewalks. MACo thanks the committee for the opportunity to submit this letter of information on HB 628, and stands ready to provide more information, if needed.

# **HB0628 - SHA - LOI - Highways - Sidewalks and Bicy**

Uploaded by: Patricia Westervelt

Position: INFO

March 27, 2025

The Honorable William C. Smith, Jr.  
Chair, Judicial Proceedings Committee  
2 East Miller Senate Office Building  
Annapolis, MD 21401

***RE: Letter of Information – House Bill 628 – Highways – Sidewalks and Bicycle Pathways  
– Construction and Reconstruction***

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 628 and offers the following information for the Committee’s consideration.

HB 628 requires that the State Highway Administration (SHA) prioritize funding for the construction and reconstruction of sidewalks and bicycle pathways that are, or are adjacent to, highways that are subject to a Complete Streets policy or a similar Vision Zero program. As amended, the bill requires local governments to request funding for the sidewalk construction activities identified in § 8-630 of the Transportation Article through the annual priority letters submitted to MDOT. Finally, HB 628 authorizes the State to fund right-of-way acquisitions for sidewalks and bicycle pathways under certain circumstances.

SHA’s goal for Complete Streets is to prioritize safety for all road users and create a balanced and sustainable transportation system for Maryland residents. Through the Pedestrian Safety Action Plan (PSAP), which is part of the Complete Streets initiative, SHA is implementing meaningful context-driven planning and design work to transform twenty-three of our state’s most dangerous highway segments and make them safer for all road users. The improvements along these PSAP segments focus on pedestrian and bicyclist safety and prioritize the construction and reconstruction of sidewalks.

SHA’s current process for prioritizing sidewalks focuses on those in identified PSAP corridors. Improvements along PSAP corridors are data-driven and safety focused, with the goal of enhancing vulnerable user safety. The SHA will continue using a data driven approach, prioritizing the construction and reconstruction of sidewalks based on engineering principles in areas identified as those with the greatest needs.

The intent of HB 628 is unclear. Some may interpret the bill’s requirement to prioritize funding for Complete Streets or Vision Zero as requiring SHA to fund only sidewalks ahead of other asset classes (e.g., pavement, bridges, etc.). This interpretation of the bill may prevent SHA from maintaining the safety of other asset classes or result in required road closures. Codification of current SHA processes is unnecessary and may have unintended consequences if critical safety situations arise outside of areas subject to the Complete Streets / Vision Zero programs. The bill

The Honorable William C. Smith, Jr.  
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provisions requiring prioritization for sidewalk construction and reconstruction may be interpreted relative to other safety priorities, like the prioritization of state of good repair needs for pavement, bridges, etc.

In addition, there are two different paths for project identification, prioritization, and funding. The current bill language makes it unclear if the bill would force SHA to prioritize sidewalk funding over other project categories or in addition to other project categories. SHA believes that the proposed language could be interpreted to prioritize funding where there is a third-party contribution requirement and potentially reserve money in the program that could be contingent on third party funding. This could lead to projects being held up based on third party funding availability.

SHA will continue to work with the sponsor on additional amendments for clarification and resolution. SHA recommends retaining the language that requires local governments to request this funding through the annual priority letters issued to MDOT but requests an amendment that removes the potential funding mandate for Complete Streets or Vision Zero projects. Such a change allows prioritization and funding decisions to follow the existing codified Consolidated Transportation Program processes.

The Maryland Department of Transportation respectfully requests that the Committee consider this information when deliberating House Bill 628.

Respectfully submitted,

April King  
Director of Government Affairs  
State Highway Administration  
410-210-5780

Matthew Mickler  
Director of Government Affairs  
Maryland Department of Transportation  
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