

Chapter 153

(House Bill 254)

AN ACT concerning

**State Highway Administration – Pedestrian and Bicyclist Fatalities –
Infrastructure Review
(Vision Zero Implementation Act of 2022)**

FOR the purpose of requiring the State Highway Administration to conduct an infrastructure review of each pedestrian or bicyclist fatality that occurs on a State highway or at an intersection of a State highway and another highway or a municipal street; requiring the Administration to complete the review within a certain number of months after being notified by law enforcement of a pedestrian or bicyclist fatality and publish the review on its website; requiring the Administration to publish a certain assessment on the Administration’s website; and generally relating to infrastructure reviews of pedestrian and bicyclist fatalities occurring on State highways.

BY adding to

Article – Transportation

Section 8–204.2

Annotated Code of Maryland

(2020 Replacement Volume and 2021 Supplement)

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
That the Laws of Maryland read as follows:

Article – Transportation

8–204.2.

(A) THE ADMINISTRATION SHALL CONDUCT AN INFRASTRUCTURE REVIEW OF EACH PEDESTRIAN OR BICYCLIST FATALITY THAT OCCURS:

(1) ON A STATE HIGHWAY; OR

(2) AT AN INTERSECTION OF A STATE HIGHWAY AND ANOTHER HIGHWAY OR A MUNICIPAL STREET.

(B) THE ADMINISTRATION’S INFRASTRUCTURE REVIEW SHALL IDENTIFY:

(1) DEFICIENCIES IN ENGINEERING, TRAFFIC CONTROL, AND TRAFFIC OPERATIONS; AND

(2) APPROPRIATE CORRECTIVE ACTIONS AND CRASH REDUCTION COUNTERMEASURES THAT ARE CONSISTENT WITH THE ~~FEDERAL HIGHWAY ADMINISTRATION'S SAFE SYSTEM APPROACH~~ UNITED STATES DEPARTMENT OF TRANSPORTATION'S BEST PRACTICES AND THE STATE'S VISION ZERO PROGRAM ESTABLISHED UNDER SUBTITLE 10 OF THIS TITLE, ~~INCLUDING:~~

~~(I) MODIFYING ROADWAY GEOMETRICS IN THE AREA SURROUNDING THE TRAFFIC FATALITY;~~

~~(II) REPAIRING, REPLACING, OR INSTALLING APPROPRIATE TRAFFIC CONTROL DEVICES, INCLUDING PEDESTRIAN HYBRID BEACONS;~~

~~(III) REDUCING SPEED LIMITS;~~

~~(IV) ADDING OR MODIFYING SIDEWALKS, SHARED USE PATHWAYS, OR BIKE LANES;~~

~~(V) ADDING ACCESSIBLE PEDESTRIAN SIGNALS OR RELOCATING PEDESTRIAN SIGNALS TO IMPROVE ACCESSIBILITY;~~

~~(VI) MODIFYING THE WALK INTERVAL OF A PEDESTRIAN SIGNAL'S PEDESTRIAN PHASE;~~

~~(VII) ADDING CROSSWALKS OR IMPROVING THE VISIBILITY OF EXISTING CROSSWALKS BY REPAINTING CROSSWALK MARKINGS OR ADDING CROSSWALK SIGNS;~~

~~(VIII) IMPROVING LIGHTING;~~

~~(IX) ADDING RIGHT TURN ON RED RESTRICTIONS FOR MOTOR VEHICLES; AND~~

~~(X) ANY OTHER IMPROVEMENTS THAT THE ADMINISTRATION CONSIDERS NECESSARY IF WARRANTED.~~

(C) IN CONDUCTING AN INFRASTRUCTURE REVIEW, THE ADMINISTRATION SHALL CONSIDER:

(1) HIGHWAY CONTEXT, SUCH AS PROXIMITY OF THE HIGHWAY TO MASS TRANSIT AND WHETHER THE HIGHWAY IS IN AN URBAN OR RURAL AREA;

(2) THE DIFFERENT MODES OF TRANSPORTATION USING THE HIGHWAY, ~~INCLUDING THE PERCENTAGE WITH WHICH EACH MODE USES THE HIGHWAY~~; AND

(3) PRIOR CRASHES IN THE VICINITY.

(D) THE ADMINISTRATION SHALL:

(1) COMPLETE AN INFRASTRUCTURE REVIEW WITHIN 6 MONTHS AFTER BEING NOTIFIED BY LAW ENFORCEMENT OF A PEDESTRIAN OR BICYCLIST FATALITY; AND

(2) PUBLISH THE REVIEW ON ITS WEBSITE.

SECTION 2. AND BE IT FURTHER ENACTED, That, on or before December 1, 2023, the State Highway Administration shall publish the vulnerable road user safety assessment required under the Infrastructure Investment and Jobs Act, Public Law 117-58, on the State Highway Administration's website.

SECTION 3. AND BE IT FURTHER ENACTED, That this Act shall take effect October 1, 2022.

Approved by the Governor, April 21, 2022.