

Cassilly_FAV_SB387.pdf

Uploaded by: Cassilly, Senator Bob

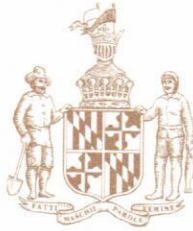
Position: FAV

ROBERT G. CASSILLY
Legislative District 34
Harford County

Judicial Proceedings Committee

Joint Committee on Administrative,
Executive, and Legislative Review

Joint Committee on Federal Relations



THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

Annapolis Office
James Senate Office Building
11 Bladen Street, Room 401
Annapolis, Maryland 21401
410-841-3158 · 301-858-3158
800-492-7122 Ext. 3158
Bob.Cassilly@senate.state.md.us

District Office
1015 South Main Street
Bel Air, Maryland 21014
443-502-0583

January 29, 2021

RE: Senate Bill 387 – Intersection of State and Local Highways – Crosswalks and Curb Ramps

Dear Committee Members:

I request your support for SB 387. This bill requires the State Highway Administration (SHA) to install and maintain a crosswalk and curb ramps at intersections of State and local highways under certain conditions if the local entity has already installed sidewalks extending at least 1 mile in either direction of the state highway. This bill is intended to encourage counties and municipalities to invest in sidewalks and to maximize those investments for the public health. When a local entity invests in sidewalks for at least one mile on either side of a state highway that is not marked by an adequate crosswalk, the local entity creates two one-mile walkways. If the state removes the safety hazard posed to pedestrians attempting to cross that state highway, the two shorter walkways instantly become two miles or more of safe walkways. Under this bill, SHA should be required to install crosswalks and curb ramps when it is requested of them by the local governing body provided the local body has already made the necessary investment in walkways.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bob Cassilly", written over a horizontal line.

Senator Bob Cassilly

SB0387-FIN_MACo_SUP.pdf

Uploaded by: Jabin, Drew

Position: FAV



Senate Bill 387

Intersection of State and Local Highways - Crosswalks and Curb Ramps

MACo Position: **SUPPORT**

To: Finance Committee

Date: February 3, 2021

From: Drew Jabin

The Maryland Association of Counties (MACo) **SUPPORTS** SB 387. This bill would require the State Highway Administration (SHA) to install and maintain crosswalks and curb ramps at the intersection of a State highway and local highway under certain circumstances.

Pedestrian safety is central to proper road planning. SB 387 incorporates best practices for this laudable goal into SHA's process for its roadways in certain areas. As the entity responsible for maintaining the roads themselves, SHA should properly be obliged to maintain these safety features on their appropriate maintenance schedule.

SB 387 would require the State to hold responsibility for installing and maintaining a crosswalk and curb ramps at an intersection of a State and local highway if (1) doing so has been requested by the local governing body responsible for the local highway; (2) the crosswalk and curb ramps will connect at least one mile of sidewalk on each side of the State highway; (3) the affected intersection is controlled by a traffic control signal; and (4) doing so conforms to the Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways.

SB 387 provides a welcome, fair, reasonable, and much needed framework to improve and increase pedestrian safety across Maryland. Accordingly, MACo urges the Committee to issue a **FAVORABLE** report on **SB 387**.

SB 387_FAV_MML.pdf

Uploaded by: Jorch, Bill

Position: FAV



Maryland Municipal League

The Association of Maryland's Cities and Towns

TESTIMONY

February 3, 2021

Committee: Senate Finance

Bill: SB 387 - Intersection of State and Local Highways – Crosswalks and Curb Ramps

Position: Support

Reason for Position:

The Maryland Municipal League supports Senate Bill 387 which requires the State Highway Administration (SHA) to install and maintain crosswalks and ramps at certain intersections.

Under this bill, SHA would be required to install and maintain crosswalks and ramps at intersections of state highways and local roads if the local government makes the request, there is a stop light at the intersection, and there is at least one mile of sidewalk on each side of the state road.

Many municipalities are seeking to improve the walkability of their community and this bill will help achieve that goal. There are instances of new sidewalks being constructed with inadequate transitions at intersections, affecting both safety and accessibility, which this bill will help alleviate. While the minimum sidewalk length requirement in the bill eliminates a lot of potential projects located in municipalities, this partnership with the State is a step in the right direction.

For these reasons, the Maryland Municipal League supports SB 387 and respectfully requests a favorable committee report.

FOR MORE INFORMATION CONTACT:

Scott A. Hancock
Angelica Bailey
Bill Jorch
Justin Fiore

Executive Director
Director, Government Relations
Director, Research and Policy Analysis
Manager, Government Relations

1212 West Street, Annapolis, Maryland 21401

410-268-5514 | 800-492-7121 | FAX: 410-268-7004 | www.mdmunicipal.org

SB0387 - SHA - Sidewalks and Curb Ramps - LOI_FINA

Uploaded by: Westervelt, Patricia

Position: INFO

February 3, 2021

The Honorable Delores Kelley
Chair, Senate Finance Committee
3 East Miller Senate Office Building
Annapolis MD 21401

**Re: Letter of Information – Senate Bill 387 – Intersections of State and Local Highways –
Crosswalks and Curb Ramps**

Dear Chair Kelley and Committee Members:

The Maryland Department of Transportation, (MDOT) takes no position on Senate Bill 387 but offers the following information for the Committee’s consideration.

MDOT State Highway Administration (MDOT SHA) installs crosswalks and sidewalks on MDOT SHA roadways to allow pedestrians to safely navigate the roadway. Currently, the sidewalks in MDOT SHA right-of way are maintained by the local jurisdictions. When a local jurisdiction, elected official, or citizen group asks for pedestrian accommodations on a MDOT SHA road, a warrant study is done in accordance with the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). MDOT SHA prioritizes safety for all users, especially vulnerable road users, such as pedestrians and bicyclists.

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating Senate Bill 387.

Respectfully Submitted,

Mitch Baldwin
State Legislative Manager
Maryland State Highway Administration
410-545-0342

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