



**HB0656**  
"Safe Access for All (SAFE)  
Roads Act of 2022"  
**PLEASE SUPPORT**

## **MARYLAND COALITION FOR HIGHWAY SAFETY**

### **SUPPORTS HB0656**

February 15, 2022

To:

Honorable Kumar Barve, Chair

Members of the Maryland House of Delegates Committee on Environment and Transportation

FROM:

John J. Seng, Director

*Maryland Coalition For Highway Safety*

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My name is John Seng, volunteer director and founder of the *Maryland Coalition For Highway Safety*.

Our 175-member organization unequivocally supports the enactment of HB0656, the "Safe Access for All (SAFE) Roads Act of 2022."

Our founding organizations include the *American Automobile Association (AAA) Mid-Atlantic*, the *Greater Olney Civic Association*, *The Route 210 Traffic Safety Committee* in Prince George's County and a group of Maryland home owner associations.

#### **The Problem**

As we've communicated to you and members of the ENT Committee previously, we are increasingly fed up with excessive, dangerous speeding; as well as reckless, aggressive and distracted driving on Maryland roadways.

Too many people die on Maryland roads. Whether pedestrian, bicyclist or motorist, no one should have to die while driving on, pedaling on or crossing our roadways, merely to travel from Point A to Point B.

One roadway death in your family, my family or anyone's family and friends is too much. But Maryland's track record comes not even close, with nearly 3 lives lost every 2 days in 2020.

**“Maryland has averaged more than 500 traffic fatalities annually over the past five years, and despite reduced traffic volumes during the past six months due to the COVID-19 emergency, fatalities on our roadways have increased compared to 2019.”** (source: Chrissy Nizer, Administrator, MD MVA)

- **Maryland suffered 568 road deaths in 2020, compared to 535 in 2019, over fewer miles driven.** 2020 fatalities increased 6%, crashes increased 9% compared to 2019. (Maryland Highway Safety Office)

### **Towards A Solution**

People shouldn't have to die or experience harm while using our roads. But if we fail to learn from the tragedies we experience, we fail to respect the unwilling, however, ultimate sacrifices of those lives lost.

HB0656 will take big steps in the right direction by mandating that the MDOT State Highway Administration study and understand much more about high pedestrian and bike injury corridors and intersections and develop improvements to reduce roadway violence; as well as invest more dollars in putting pedestrian and bicycling safety first, for the near-term as well as longer-term benefits.

Asking the right questions, conducting the best data analysis and acting upon these insights will play a crucial role in stemming the overall national increase in road violence on the local level in Maryland.

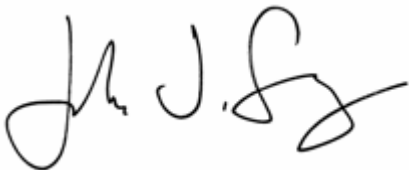
### **Maryland Lawmakers Can Create A Maryland Road Safety Legacy!**

Is it possible that the Maryland General Assembly could yet still boldly take a preeminent, leadership role during this 2022 session by sending the message both in-State and to the rest of our nation that when we use Maryland roads, lawmakers put 100% into ensuring that safety comes first?

### **Taking Positive Steps**

We thank you and the Committee for your review of our position, and urge you to submit a favorable recommendation and support for HB0656.

Sincerely,



John J. Seng  
Director

cc: *Coalition* membership