



Environment and Transportation Committee  
Kumar Barve, Chair  
Dana Stein, Vice-Chair

Room 251  
House Office Building  
Annapolis, MD 21401

RE: HB 254 - Vision Zero Implementation Act of 2022

February 3, 2022

Mr. Chairman and members of the Committee, my name is Peter Gray and I represent the Washington Area Bicyclist Association. I am speaking on behalf of the 2000 WABA members and several thousands of other supporters who live in Maryland.

WABA supports the passage of HB 254 and its mandate to have MDOT SHA undertake an infrastructure review at every crash site on a State Highway involving a fatality. WABA also supports the bill provisions calling for SHA to issue a report on the causes of the crashes and possible countermeasures within six months of each fatal crash.

As a WABA board member and as co-chair of the Montgomery County Families for Safe Streets, I have helped organize and attend numerous memorials for bicyclists and pedestrians killed in crashes on State Highways. From those tragic memorials a few things are quite striking. The automobile speeds the pedestrians and cyclists face are frightening, the sidewalks along almost all State highways are far too narrow and can be further crowded by telephone poles and other obstacles, the traffic lights are too far apart from one another, and the time allowed for pedestrians to cross are inadequate for those who are disabled or older to cross safely. Mainly the turning radii for cars make it too easy for cars to race through pedestrian crosswalks at far too high a speed. In short, the conditions of most State Highways are not safe for those not in cars to use.

In addition, the most recent fatalities on State Highways in my County have occurred at locations where other vulnerable road users have died in the past few years. It is clear that MDOT SHA has not comprehensively examined those sites where crash fatalities have happened. Nor has the State agency charged with maintaining a safe environment for all road users done anything to make those roads safer, even when multiple pedestrians and bicyclists have died in the exact same spots. Therefore WABA hopes the Committee will swiftly pass HB 254 and send it to the House floor.