

Environment and Transportation Committee
February 3rd, 2022
HB 254: Vision Zero Implementation Act of 2022

My name is David Helms, I am on the steering committee for [Montgomery County Families For Safe Streets](#).

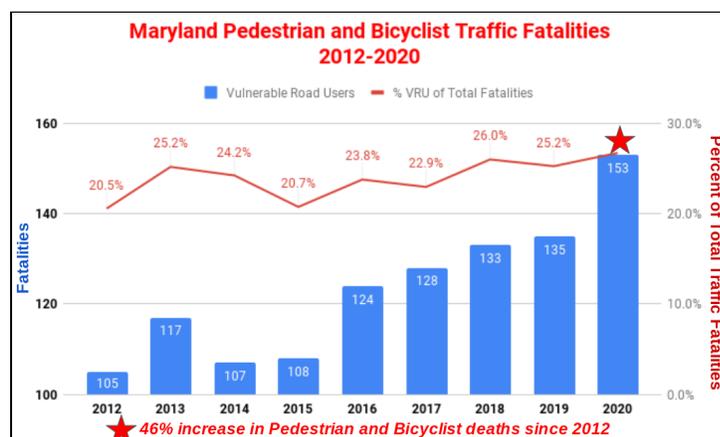
I urge Environment and Transportation Committee members
for a ***favorable consideration*** of House Bill 254.

[Vision Zero Implementation Act of 2022 \(HB0254\)](#) will provide the State Highway Administration with the tools to identify and mitigate roadways where vulnerable road users are killed. Specifically, the bill requires an assessment of future crashes at specific crash locations:

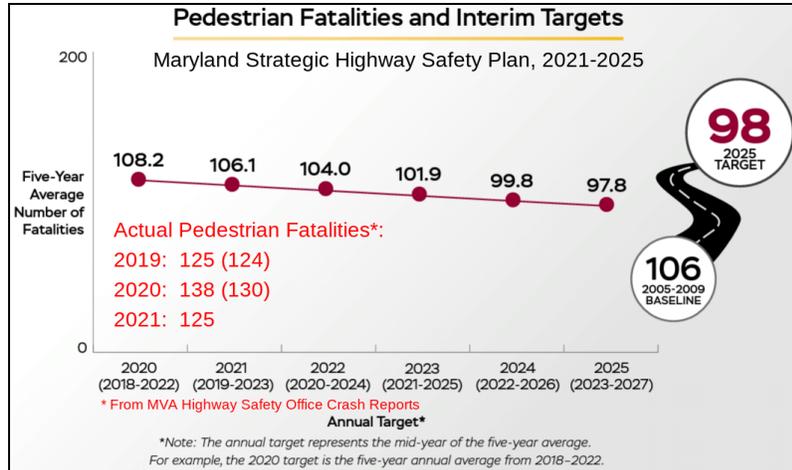
1. Assess each individual fatal pedestrian and bicyclist fatality occurring on SHA roadways within 6 months after the crash;
2. Identify engineering countermeasures consistent with Safe System approach;
3. Consider the countermeasures that are appropriate for the highway context (e.g., urban, rural, modes of travel)
4. Publicly post the assessment to SHA web site

Why enact HB00254? As MDOT SHA says, one traffic fatality life is too many to die on Maryland roadways. Unfortunately, about 135 pedestrians and bicyclists are killed every year.

Traffic fatalities for Vulnerable Road Users is increasing! The number of traffic-related pedestrian and bicyclist deaths are getting worse. Between 2012 and 2020, pedestrian and bicyclist traffic fatalities in Maryland have increased 46%. This highlights that current efforts to address traffic fatalities are not sufficient.



MVA Maryland Highway Safety Office (MHSO) [Strategic Highway Safety Plan \(SHSP\)](#) is failing to meet fatality reduction targets: Current SHSP is failing to reduce fatalities, in fact, fatalities have increased significantly. MDOT must be provided the resources to implement data-driven engineering solutions to protect vulnerable road users.



A data-driven safe system approach is consistent with Federal Law, [Infrastructure Investment and Jobs Act \(IIJA\)](#), SEC. 11111. HIGHWAY SAFETY IMPROVEMENT PROGRAM requirements, specifically:

1. Complete a quantitative analysis of vulnerable road user fatalities and serious injuries which identifies areas as 'high-risk'
2. Implement a program of projects or strategies to reduce safety risks to vulnerable road users in areas identified as high-risk
3. Use a safe system approach to address threats to vulnerable road user

Very Respectfully,

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