



HB 254 – State Highway Administration – Pedestrian and Bicyclist Fatalities – Infrastructure Review
(Vision Zero Implementation Act of 2022)

House Environment & Transportation Committee

February 2, 2022

Josh Feldmark

joshua@bikemd.org

Position: Support

My name is Joshua Feldmark and I write this as a representative of Bike Maryland. We represent cyclists of all abilities across the state, cyclists who ride 5 miles around the park with their families, for transportation, to a 100 mile ride. Bike Maryland has over 18,000 members from across the state. Additionally, we consistently organize or advocate on behalf of pedestrians and many other non-vehicle transportation users.

First, let me thank this committee profusely for the work you have done over the last several years to protect cyclists and other vulnerable road users. From safe pass to vulnerable road user to complete streets you have been the leaders of pushing Maryland to work towards being the safest for cyclists and pedestrians.

In 2019, with little fanfare, you passed what has the potential to be the most paradigm shifting policy – Vision Zero. As you know, the concept of vision zero is to shift our first priority from getting motor vehicles to their destination as fast as possible to making sure everyone gets to their destination safely.

Vision Zero recognizes that all traffic fatalities are preventable even though human decision making will always be fallible. It relies on infrastructure, engineering, and policies to prevent fatalities.

Vision Zero examines factors that are essential for safe mobility—including roadway design, speeds, enforcement, user behavior, technology, and policies. That is why this proposed legislation is a fundamentally critical next step to making Vision Zero in Maryland successful.

While passing a Vision Zero policy was an important first step – without a process of investigating fatality sites for structural safety improvements, it becomes merely a symbolic victory. Finally, we certainly recognize the \$1.5M price tag seems steep but would like to suggest that we remember that this is pushing a shift in priorities. Not only will these costs likely escalate every year we neglect to invest in these types of reviews and improvements, and it SHOULD cause a shift in funding as priorities shift.

Bike Maryland fully supports HB 254 and urges a favorable report.