



SB 874 – State Highway Administration – Pedestrian and Bicyclist Fatalities – Infrastructure Review  
(Vision Zero Implementation Act of 2022)

Senate Finance Committee  
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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 to protect cyclists and other vulnerable road users. In 2019, with little fanfare, you passed what has the potential to be the most paradigm shifting policy – Vision Zero. As you may 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. Additionally, since most traffic in Maryland is non-recurring, that means it is as a result of crashes and so fixing the infrastructure to prevent crashes will ALSO help us get to our destinations faster.

Finally, we are aware of the sponsor amendments and are in full support. The amendments bring the fiscal note down to near or at zero while still providing the public with the information we need to work with MDOT to make our roads safe.

Bike Maryland fully supports SB 874 and urges a favorable report.