

2-16 SB874 (HB254) State Hwy Admin-Ped & Bike Fatal

Uploaded by: Barbara Ditzler

Position: FAV



TESTIMONY TO THE SENATE FINANCE COMMITTEE

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

POSITION: Support

BY: Nancy Soreng, LWVMD President

Date: February 16, 2022

The League of Women Voters of Maryland (LWVMD) supports proposed legislation SB 874. LWVMD believes that the state of Maryland should help promote safe pedestrian and bicycle activities and a good way to do this is by monitoring and rectifying problems on state highways for pedestrians and bicyclists. There are too many deaths across the state in urban, suburban, and rural situations.

Both individuals and agencies are well intentioned in promoting safety. This bill helps provide a framework and criteria for assessing why fatalities occur for pedestrians and bicyclists, then develops ways to rectify hazardous situations. We have positions that state government agencies should provide frameworks that help jurisdictions and localities in addressing needs. Safety is a critical need.

If we are to advocate for all travel modes, they must be safe. LWVMD's guidelines encourage individuals to conserve natural resources and reduce energy consumption, so the use of bicycles and modes of travel that involve pedestrians should be safe. No one wants fatalities on roads to occur. There should be guidelines for analysis after reporting and rectifying a situation within a specific time period with all information that is gathered made transparent, public, and readily available for everyone to see.

SB 874 provides ten ways to make a state highway and possible corresponding intersections safer after identifying its deficiencies. The public deserves a safer environment for pedestrians and bicyclists.

LWVMD urges a favorable report on SB 874.

Mayor Day SB 874 FAV Testimony.pdf

Uploaded by: Jacob Day

Position: FAV



City of
Salisbury
Jacob R. Day, Mayor

16 February 2022

Committee: Finance

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

Position: Favorable

Dear Members of the Finance Committee,

As you consider the merits of **SB 874**, I ask that you **support** this vital legislation and vote to give **SB 874** a **Favorable** Committee report.

The City of Salisbury supports SB 874, which will improve roadway safety and help to prevent pedestrian and biker fatalities. This bill is important because it prioritizes public safety and makes critical investments in transportation infrastructure while enhancing the safety of roadways throughout Maryland.

SB 874 will:

- Help to identify crash reduction countermeasures consistent with Federal Highway Administration best practices and Maryland's Vision Zero Program
- Require that an infrastructure review be conducted following pedestrian or bicyclist fatalities on or at the intersection of a State highway.
- Add pedestrian signals, crosswalks, and lighting at intersections when such improvements are warranted following an infrastructure review.


In Salisbury, we continue to prioritize the safety of our residents, and we have taken numerous steps to make our City walkable and increasingly more pedestrian and bike-friendly. Whether constructing bike lanes that allow cyclers and pedestrians to traverse through the core of our City to the heart of Downtown Salisbury, to implementing traffic calming patterns in residential areas, Salisbury is proud to serve as a leader amongst Vision Zero cities as we proactively work to make our streets a safer place to drive, bike, and walk.

Taking meaningful action, we created a Bicycle and Pedestrian Advisory Committee (BPAC) in 2014 to advise elected leaders and staff and to help shape our Vision Zero Action Plan as we work to realize our mission of ending traffic fatalities and serious injury by 2030. The work of Salisbury's BPAC led to the creation of our Vision Zero Taskforce in 2019 as we demonstrated our commitment to adopting Vision Zero best practices in our traffic and engineering policies.

If enacted, the Vision Zero Implementation Act of 2022 will prioritize the safety of Marylanders across our state. Roadway fatalities are wholly preventable, yet we must actively work to ensure that our State highways, intersections, and municipal roads remain safe for all modes of transportation, whether via a vehicle, on a bicycle, or by foot. As we embrace safer roads, our work prioritizing public safety will help save lives and make Maryland an even safer place to live, work, and visit.

I ask for your **support** of this vital public safety and transportation legislation.

Respectfully,



Jacob R. Day
Mayor

Takoma Park 2022 - SB 874 FAV - Vision Zero.pdf

Uploaded by: Jamal Fox

Position: FAV



CITY OF TAKOMA PARK, MARYLAND

**SB 874
Support**

Finance Committee

February 16, 2022

SB 874: Vision Zero Implementation Act of 2022

Testimony of Mayor Kate Stewart

City Council of the City of Takoma Park

KateS@takomaparkmd.gov

The City of Takoma Park supports the goals and intent of Senate Bill 874, and urges favorable consideration. A great deal needs to be done to shift how we look at pedestrian and bicyclist safety. The Vision Zero Implementation Act would provide a tool to help shift the car-focused paradigm that now dictates how we approach our communities.

While we also need to do more to prevent fatalities, this bill will put in place procedures that are long overdue to assess the safety on State Highway Administration (SHA) roadways where a pedestrian or bicyclist fatality has occurred. The City of Takoma Park strongly endorses this bill as a municipality with many SHA roadways, and first-hand experience with how long it can take to have assessments and engineering countermeasures proposed and then actually implemented.

We thank the individual SHA traffic engineers we have worked with in the City. Unfortunately, many of the barriers to addressing roadway safety are built into how SHA is structured and conducts its work. The Vision Zero Implementation Act addresses one aspect of the current dysfunction.

Here are the hard numbers. Despite efforts of SHA traffic engineers, traffic fatalities have been increasing since 2008, particularly for pedestrians. The situation worsened in 2020. Although there were fewer cars on the road due to Covid-19 restrictions, pedestrian and cyclist deaths continued to climb. Last year alone, 130 Marylanders lost their lives while attempting to cross our streets and there were an additional 3,022 pedestrian-involved crashes which caused injury or property damage. These numbers are concerning.

We all recognize that one death on Maryland roads is too many. More than 500 traffic deaths year after year is a public health crisis. We need action to make our roads safe for everyone. Please support this live-saving legislation to provide the Maryland State Highway Administration the tools and the resources it needs to identify, assess, and systematically address specific and regional traffic threats.

In sum, the City of Takoma Park supports the goals and intent of this bill, and encourages a favorable vote.

SB0874-423824-01.pdf

Uploaded by: Jeff Waldstreicher

Position: FAV



SB0874/423824/1

AMENDMENTS
PREPARED
BY THE
DEPT. OF LEGISLATIVE
SERVICES

15 FEB 22
14:53:43

BY: Senator Waldstreicher
(To be offered in the Finance Committee)

AMENDMENTS TO SENATE BILL 874
(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 5, after “Administration” insert “to identify sites, corridors, and intersections across the State with high numbers of pedestrian and bicyclist crashes, fatalities, and significant injuries; requiring the Administration to conduct a certain study; requiring the Administration to publish certain findings on its website; requiring the Administration”; in line 9, after “after” insert “being notified by law enforcement of”; and in line 14, after “Section” insert “2-609 and”.

AMENDMENT NO. 2

On page 1, after line 19, insert:

“2-609.

(A) TO IMPROVE PEDESTRIAN AND BICYCLE RIDER SAFETY IN THE STATE, THE STATE HIGHWAY ADMINISTRATION SHALL:

(1) IDENTIFY SITES, CORRIDORS, AND INTERSECTIONS ACROSS THE STATE WITH HIGH NUMBERS OF PEDESTRIAN AND BICYCLIST CRASHES, FATALITIES, AND SIGNIFICANT INJURIES; AND

(2) CONDUCT A FULL STUDY OF ROAD CHARACTERISTICS AT THE SITES, CORRIDORS, AND INTERSECTIONS IDENTIFIED UNDER ITEM (1) OF THIS SUBSECTION THAT:

(i) DETERMINES WHICH FACTORS CREATE A PUBLIC SAFETY RISK OR DANGER TO VULNERABLE ROAD USERS SUCH AS PEDESTRIANS AND BICYCLISTS;

(Over)

(II) EXAMINES GAPS IN EXISTING SAFE INFRASTRUCTURE FOR VULNERABLE ROAD USERS SUCH AS SHARED-USE PATHS, SIDEWALKS, BIKE LANES, AND HIGH-RISK ROADWAY CROSSINGS;

(III) RECOMMENDS ENGINEERING AND SAFETY IMPROVEMENTS DESIGNED TO ELIMINATE PEDESTRIAN AND BICYCLIST INJURIES AND FATALITIES; AND

(IV) DEVELOPS A BUDGET ESTIMATE AND TIMELINE FOR THE IMPLEMENTATION OF EACH ENGINEERING AND SAFETY IMPROVEMENT.

(B) ON OR BEFORE DECEMBER 1, 2023, THE ADMINISTRATION SHALL PUBLISH ITS FINDINGS ON THE ADMINISTRATION'S WEBSITE."

On page 2, in lines 7 and 8, strike "FEDERAL HIGHWAY ADMINISTRATION'S SAFE SYSTEM APPROACH" and substitute "UNITED STATES DEPARTMENT OF TRANSPORTATION'S BEST PRACTICES"; and strike beginning with "INCLUDING" in line 9 down through "NECESSARY" in line 28 and substitute "IF WARRANTED".

On page 3, in lines 6 and 7, strike ", INCLUDING THE PERCENTAGE WITH WHICH EACH MODE USES THE HIGHWAY"; and in line 11, after "AFTER" insert "BEING NOTIFIED BY LAW ENFORCEMENT OF".

BikeAAASupportSB874VisionZeroImplementation-202202

Uploaded by: Jon Korin

Position: FAV



Support SB874 Vision Zero Implementation

Bicycle Advocates for Annapolis & Anne Arundel County
P.O. Box 208, Arnold, MD 21012 www.bikeaaa.org

Senate Finance
Annapolis, MD 21401-1991

RE: SUPPORT Senate Bill 874

Dear Chair and Members of the Committee,

I am a resident of District 33, president of Bicycle Advocates for Annapolis and Anne Arundel County (“BikeAAA”), Chair of the Anne Arundel County Bicycle Advisory Commission, and former Member of the 2017 Maryland Bicycle Safety Task Force. On behalf of BikeAAA and its more than 1,000 members, we support SB874. Fatalities and injuries continue to rise from crashes involving vulnerable road users including pedestrians, bicyclists, motorcyclists, people with disabilities and first responders. Maryland must assure that its adoption of Vision Zero is not just a slogan but that we are taking concrete actions to reduce the number of crashes and the severity of injury when they happen. Adjustments to road design can reduce speed and encourage safer driving, walking and biking to make our roads safer for all, especially our most vulnerable who are not in motor vehicles. A disproportionate number of crashes resulting in death and injury occur on state roadways and Maryland SHA must lead in reversing this deadly trend. This legislation assures implementation of Maryland’s adoption of Vision Zero in 2019.

Please support SB874 to make Maryland’s roads safer for all users, especially our most vulnerable.

Sincerely,

Jon Korin
President, Bicycle Advocates for Annapolis & Anne Arundel County
Tel: 443-685-4103

SB874_MDSierraClub_fav - 16Feb2022.pdf

Uploaded by: Josh Tulkin

Position: FAV



P.O. Box 278
Riverdale, MD 20738

Committee: Finance

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

Position: Favorable

Hearing Date: February 16, 2022

The Maryland Chapter of the Sierra Club strongly supports SB 874, which would require the State Highway Administration (SHA) to conduct an infrastructure review of each pedestrian or bicyclist fatality that occurs on a State highway or at an intersection of a State highway and another highway or a municipal street. The infrastructure review would need to identify deficiencies in engineering, traffic control, and traffic operations along with appropriate corrective actions and crash reduction countermeasures. The review would need to be completed within six months and be published on the SHA website.

We live in a car-centric culture where transportation planning, roads and vehicle laws are focused on getting vehicles to their destinations as swiftly as possible. According to the Maryland Department of Transportation Motor Vehicle Administration’s Highway Safety Office, there were 542 traffic fatalities in our state last year, including 132 pedestrian and bicycle deaths. Pedestrians and bicyclists are some of the most vulnerable road users. In a crash with a car, it is usually no contest for someone who is walking or biking. We need the SHA to examine where the pedestrian and bike fatalities occur and introduce improvements such as adding or upgrading crosswalks, improving lighting, narrowing travel lanes, reducing speed limits, and addressing the needs of persons with disabilities.

While it is true that not everyone is able to walk, bike, or take transit where they need to go, it is also true that not everyone can drive for any number of reasons – including age, health, and finances. Therefore, roadway design should serve everyone regardless of transportation mode. The state transportation system can promote equity by assuring that everyone has a safe way to get to their job, education, and housing.

Transportation is now the largest contributor to greenhouse gas emissions in our state. Tailpipe emissions are also a major source of health-damaging air pollution. There is a growing need to get individuals out of their private cars to take transit, ride bikes and scooters, and walk more. These modes reduce air pollution and increase physical health. We need to do more to support these changes.

In summary, the high number of pedestrian and bicyclist fatalities that continue to occur on our highways is totally unacceptable and indicates new measures must be undertaken to dramatically lessen and ideally eliminate all traffic deaths. SB 874 would help make that happen. We urge a favorable report on this bill.

Tina Slater
Chapter Transportation Committee
Slater.Tina@gmail.com

Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

Founded in 1892, the Sierra Club is America’s oldest and largest grassroots environmental organization. The Maryland Chapter has over 70,000 members and supporters, and the Sierra Club nationwide has over 800,000 members and nearly four million supporters.

Bike MD 2022 SB 874 – Vision Zero Implementation.p

Uploaded by: Joshua Feldmark

Position: FAV



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

Senate Finance Committee
February 16, 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 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.

BaltimoreCounty_FAV_SB0874.pdf

Uploaded by: Joshua Greenberg

Position: FAV



JOHN A. OLSZEWSKI, JR.
County Executive

JOEL N. BELLER
Acting Director of Government Affairs

JOSHUA M. GREENBERG
Associate Director of Government Affairs

MIA R. GOGEL
Associate Director of Government Affairs

BILL NO.: Senate Bill 874

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

SPONSOR: Senator Waldstreicher

COMMITTEE: Finance

POSITION: **SUPPORT**

DATE: February 16, 2022

Baltimore County **SUPPORTS** Senate Bill 874 – State Highway Administration – Pedestrian and Bicyclist Fatalities – Infrastructure Review (Vision Zero Implementation Act 2022). This legislation would require the State Highway Administration (SHA) to conduct an infrastructure review of each pedestrian or bicyclist fatality that occurs on or at an intersection of a State highway.

The safety of all residents and visitors in Maryland is a priority of Baltimore County. This includes the safety of pedestrians and bicyclists, as the state has a responsibility to protect their wellbeing while using State highways or connecting roads. Last session, a legislative priority of the County Executive’s imposed stricter penalties on violations that result in the injury or death of vulnerable road users. In order to further protect these individuals, infrastructure reviews of pedestrian or bicyclist fatalities are critical. It is also vital to the community that corrective actions be taken following an infrastructure review in order to prevent further tragedy.

Senate Bill 874 requires the SHA to administer an infrastructure review no later than 6 months after a pedestrian or bicyclist fatality that occurs on a State road. This infrastructure review will identify the deficiencies in engineering and traffic control and operations, as well as implement corrective actions and crash reduction countermeasures. This legislation would further ensure the safety of residents and visitors to the state.

Accordingly, Baltimore County requests a **FAVORABLE** report on Senate Bill 874. For more information, please contact Joel Beller, Acting Director of Government Affairs at jbeller@baltimorecountymd.gov.

SB0874 Action Committee for Transit FAVORABLE.pdf

Uploaded by: Miriam Schoenbaum

Position: FAV

Miriam Schoenbaum/Action Committee for Transit
15004 Clopper Rd
Boys MD 20841

Environment and Transportation Committee
February 16, 2022
SB 874: Vision Zero Implementation Act of 2022

On behalf of the Action Committee for Transit, I ask for FAVORABLE consideration of SB 874.

The stated mission of the Maryland Department of Transportation State Highway Administration (MDOT SHA) is: “To provide a safe, well-maintained, reliable highway system that enables mobility choices for all customers and supports Maryland’s communities, economy and environment.”

This bill will help them achieve their mission.

Since 2019, as part of my volunteer work with the Action Committee for Transit and Montgomery County Families for Safe Streets, I have organized roadside “ghost shoe” and “ghost bike” memorials for pedestrians, bicyclists, and other non-motorists killed on roads and streets in Montgomery County.

Time after time, these memorials are located in places where other people had already been killed or almost killed – and where MDOT SHA made no meaningful changes to reduce the dangers in these places.

Because MDOT SHA does not systematically review the dangerous conditions after a pedestrian, bicyclist, or bus-rider has been killed, we have been doing that work for them, as volunteers, for free.

Several times, MDOT SHA has agreed to make infrastructure changes after our advocacy efforts.

Other times, it takes multiple deaths, over years, before MDOT SHA agrees to make meaningful changes.

Most commonly, even after multiple deaths, MDOT SHA does not make any meaningful changes.

At the memorials, the families often ask why MDOT SHA allowed these dangerous conditions to continue. Why didn’t MDOT SHA try to fix the problems? Shouldn’t one death be enough?

It breaks my heart to tell them that MDOT SHA didn’t even bother to try to identify the infrastructure conditions that contributed to the death of their loved one, let alone fix them.

MDOT SHA should already have been doing the work that SB 874 would require them to do. But they are not doing it. That is why we need SB 874.

Miriam Schoenbaum/Action Committee for Transit
15004 Clopper Rd
Boys MD 20841



Frederick Ave/MD355 & South Westland Drive, Gaithersburg



Veirs Mill Rd/MD 586 & Ferrara Avenue, Wheaton

Miriam Schoenbaum/Action Committee for Transit
15004 Clopper Rd
Boys MD 20841



Georgia Ave/MD97 and Regina Drive/Rippling Brook Drive, Aspen Hill

Miriam Schoenbaum/Action Committee for Transit
15004 Clopper Rd
Boys MD 20841



New Hampshire Avenue/MD650 and Elton Road, Hillandale

SB0874_FAV_City of Rockville_Vision Zero Implement

Uploaded by: Pam Kasemeyer

Position: FAV



Testimony of the Mayor and Council of Rockville
SUPPORT
SB 874 – State Highway Administration – Pedestrian and Bicyclist Fatalities –
Infrastructure Review (Vision Zero Implementation Act of 2022)

Good afternoon, Chair Kelley and members of the Senate Finance Committee. I am Bridget Donnell Newton, Mayor of the City of Rockville, and I thank you for the opportunity to share the City's comments on SB 874. We are thankful to Senator Waldstreicher for sponsoring this important legislation.

In July 2020, the Mayor and Council approved its Vision Zero Action Plan as a comprehensive approach to achieve zero fatalities and serious injuries from traffic crashes. The City supports SB 874 and its goals to stem the increase in traffic fatalities that are occurring across the State.

The City is proactively tracking data in locations where fatal crashes have occurred. Rockville has identified six roadway segments that are part of a High Injury Network – roadways that have had five or more crashes resulting in fatalities or serious injuries. All six segments are located along State-maintained roadways, with 52 fatalities and serious crashes. MD 355 has been especially challenging with 32 fatalities and serious crashes. Attached to our written testimony, is Rockville's December 7, 2021, letter to SHA, which includes our serious concerns and a request for assistance. We ask the Committee for assistance with receiving a timely response from SHA.

The State needs to use crash data to proactively develop safety solutions that will prevent the next car crash. The requirements for an infrastructure review and identification of corrective actions in SB 874 are a step in the right direction.

We ask that you incorporate the following amendments into the bill:

- Expand the criteria for investigations to include fatal *and* serious injury crashes.
- Require SHA to provide a timeline for the infrastructure review, when the remediation will occur, and prioritize short-term, medium, and long-term corrective measures.
- Require SHA to contact the municipality directly with the results of the infrastructure review.

In closing, SB 874 is urgently needed and will facilitate the development of traffic safety solutions that will create a safer environment for pedestrians, bicyclists, motorists, and transit riders using State roadways. We urge the Committee to provide SB 874 with a favorable report and forward the bill to the Senate for a vote.



City of Rockville
111 Maryland Avenue
Rockville, Maryland
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www.rockvillemd.gov

240-314-5000
TTY 240-314-8137

December 7, 2021

Mr. Gregory Slater
Secretary of Transportation
Maryland Department of Transportation
7201 Corporate Drive, P.O. Box 548
Hanover, Maryland 21076

Dear Secretary Slater:

The Mayor and Council are writing to you to request the Maryland Department of Transportation (MDOT)'s support to advance traffic safety in the City. We appreciate your efforts as Transportation Secretary to highlight a multidisciplinary approach to traffic safety; both the MDOT Motor Vehicle Administration's "Be the Driver" highway safety campaign and MDOT's "Walktober" events progressively call attention to best practices and encourage safer transportation for all modes of travel, as well as reinforce the State's "Zero Deaths Maryland" program. There are some updates and serious concerns that we want to bring to your attention.

Following the State's program, the Mayor and Council approved its Vision Zero Action Plan in July 2020 as a comprehensive approach to achieve zero fatalities and serious injuries from traffic crashes. The Vision Zero Action Plan is a high priority of the Mayor and Council and the City has evaluated the areas in Rockville that are more prone to crashes and a safety risk from a multimodal transit perspective. The City has identified six roadway segments that are part of a High Injury Network – roadways that have had five or more crashes resulting in fatalities or serious injuries. All six segments in the High Injury Network are along State-maintained roadways. These segments are listed below and shown on the attached map. We urgently request your support to help address these issues as more than 52 fatalities and serious crashes have occurred along these important roadways. MD 355 has been especially challenging with 32 fatalities and serious crashes.

The City continues to advance roadway safety projects along City-maintained roadways, including road diets, bicycle lanes, shared use paths, and pedestrian signals, among others. However, unless safety and engineering improvements are made along these major roadways, we will not be able to achieve our Vision Zero goals and prevent these unnecessary crashes and fatalities. On behalf of the City, we request that the MDOT State Highway Administration develop and implement roadway safety projects to improve safety for people driving, walking, bicycling, and using transit along the following road segments, in coordination with the City.

The table below shows the fatal or serious injury crashes during the period of 2016-2020 and depicts a troubling reality in that too many residents are being seriously injured and/or killed at these locations. We implore MDOT to prioritize these segments and make adjustments that will help protect the lives of our residents and visitors.

MAYOR
Bridget Donnell Newton

COUNCIL
Monique Ashton
Beryl L. Feinberg
David Myles
Mark Pierzchala

CITY MANAGER
Robert DiSpirito

CITY CLERK/DIRECTOR OF
COUNCIL OPERATIONS
Sara Taylor-Ferrell

CORPORATE COUNSEL
Robert E. Dawson

Mr. Gregory Slater
 December 7, 2021
 Page 2

Roadway Name	# of Fatal or Serious Injury Crashes	From	To
MD 355 (Rockville Pike).	17	MD 586 (Viers Mill Road).	Halpine Road.
MD 28 (W Montgomery Avenue).	8	Research Boulevard.	Mannakee Street.
MD 355 (Frederick Road).	8	Ridgemont Avenue.	Redland Boulevard.
MD 355 (Hungerford Drive).	7	College Parkway.	MD 586 (Viers Mill Road).
MD 586 (Viers Mill Road).	6	Midway Avenue.	Twinbrook Parkway.
MD 28 (First Street / Norbeck Road).	6	First Street Spur.	Avery Road.

Constructing roadway safety improvements in conjunction with the City’s efforts targeting traffic enforcement and enhancing motorist, pedestrian, and bicyclist education will work to achieve the State’s and the City’s shared objectives to improve transportation safety. The Rockville Mayor and Council is ready to partner with you to make these dangerous segments safer for motorists, pedestrians, bicyclists, and transit riders. We request the opportunity to meet with you to share ideas and user experience on ways these roadways can be improved and map out a strategic approach and timeline to address these issues before more lives are impacted.

Sincerely,

Bridget Donnell Newton
 Bridget Donnell Newton, Mayor

Monique Ashton
 Monique Ashton, Councilmember

Beryl L. Feinberg
 Beryl L. Feinberg, Councilmember

David Myles
 David Myles, Councilmember

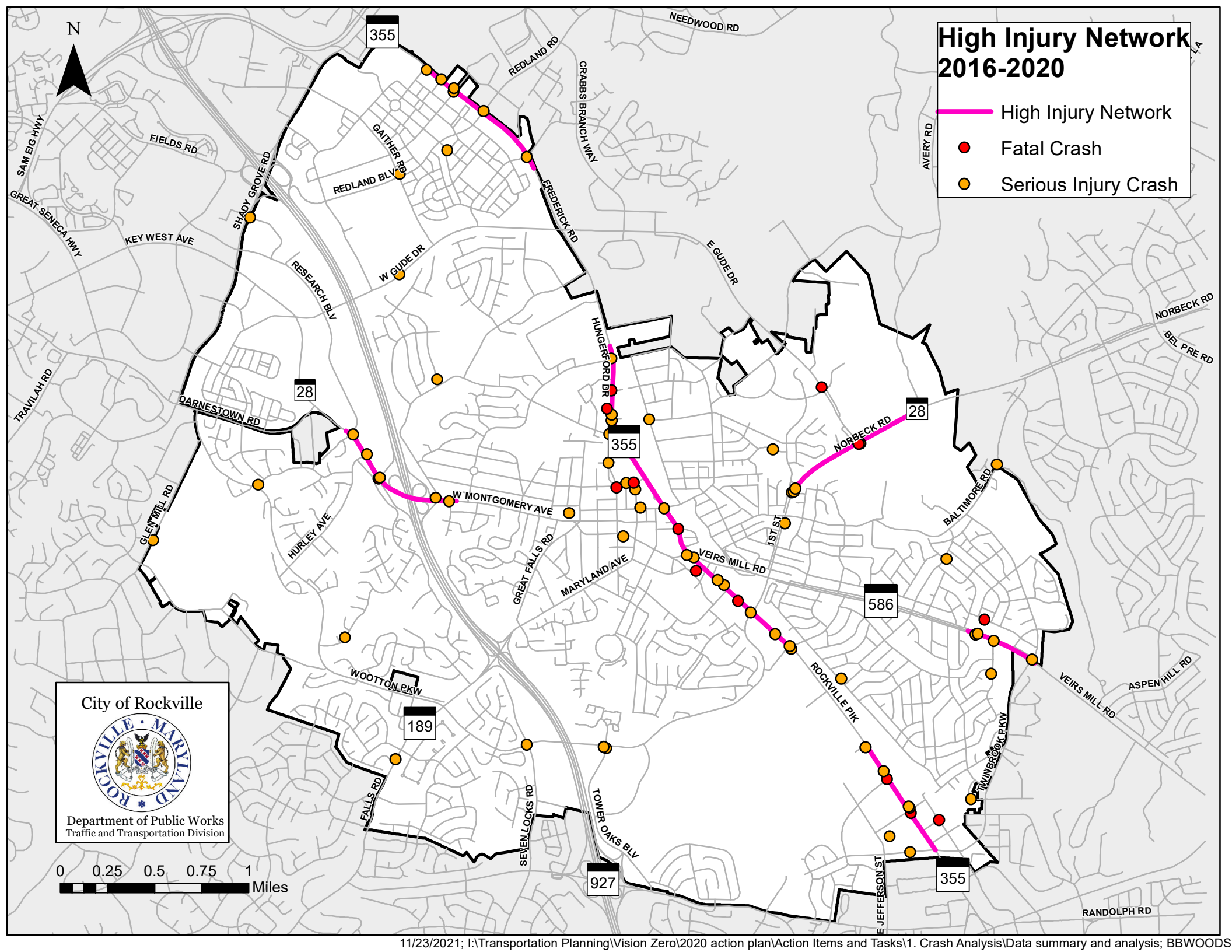
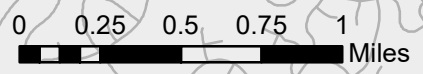
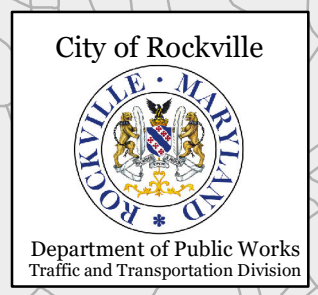
Mark Pierzchala
 Mark Pierzchala, Councilmember

Rockville Mayor and Council

cc: Tim Smith, SHA Administrator
 Day file

High Injury Network 2016-2020

- High Injury Network
- Fatal Crash
- Serious Injury Crash



MD SB 874 testimony for February 16, 2022 MD Senat

Uploaded by: Peter Gray

Position: FAV



Finance Committee
Delores Kelley, Chair
Brian Feldman, Vice-Chair

3 East
Miller Senate Office Building
Annapolis, MD 21401

RE: SB 874 - Vision Zero Implementation Act of 2022

February 16, 2022

Ms. 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 SB 874 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 SB 874 and send it to the Senate floor.

Ashman Testimony - SB874 Pedestrian and Bicyclist

Uploaded by: Tom Lonergan-Seeger

Position: FAV



February 14, 2022

Honorable Delores G. Kelley
Chair
Finance Committee
Maryland Senate
3 East
Miller Senate Office Building
Annapolis, Maryland 21401

RE: Support for SB 874- State Highway Administration – Pedestrian and Bicyclist Fatalities –Infrastructure Review

Dear Chair Kelley, Vice-Chair Feldman, and Finance Committee Members:

I am writing on behalf of the City of Gaithersburg to express support for SB 874- State Highway Administration – Pedestrian and Bicyclist Fatalities –Infrastructure Review, which would require the State Highway Administration to conduct an infrastructure review of each pedestrian or bicyclist fatality that occurs on a State highway or at an intersection of a State highway and another highway or a municipal street.

Ensuring the safety of pedestrians and cyclists has been a priority for the City of Gaithersburg for many years. From investments in traffic-calming devices to the recent adoption of a new, municipal “road code” that develops typologies that reflect both Vision Zero and Complete Streets principles in road design and improve multimodal travel for pedestrians, cyclists, transit, and other alternatives, Gaithersburg has worked tirelessly to reduce pedestrian and bicyclist fatalities on roads upon which the City has authority. Bill SB 874 will help to further our efforts by requiring the State Highway Administration (SHA) to conduct a review of any infrastructure deficiencies that may have contributed to a pedestrian or bicyclist fatality along state highways. While the bill does not require SHA and/or other responsible jurisdictions to make any improvements that could reduce or eliminate the chance of a similar incident at an accident location, the infrastructure review will illuminate the issues that may have contributed to a loss of life along Maryland’s roadways, and help to guide and prioritize investments in future capital improvement schedules.

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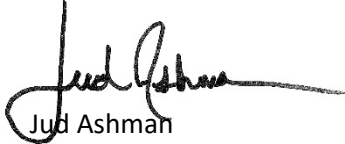
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CITY MANAGER
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Some of the core elements of Vision Zero – the strategy to eliminate traffic fatalities and severe injuries- include education, transparency, and a data-driven approach to identifying and mitigating risks to pedestrians and bicyclists. Bill SB 874 will help to advance those elements and, hopefully, support our mutual objective of saving lives.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Jud Ashman", with a long horizontal flourish extending to the right.

Jud Ashman
Mayor
City of Gaithersburg

SB0874 - SHA - Pedestrian and Bicycle Fatalities -

Uploaded by: Patricia Westervelt

Position: INFO

February 16, 2022

The Honorable Delores G. Kelley
Chair, Senate Finance Committee
3 East Miller Senate Office Building
Annapolis, MD 21401

RE: Letter of Information – Senate Bill 874 – State Highway Administration – Pedestrian and Bicyclist Fatalities – Infrastructure Review (Vision Zero Implementation Act of 2022)

Dear Chair Kelley and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on Senate Bill 874 but offers the following information for the Committee’s consideration.

Senate Bill 874 would require the Maryland Department of Transportation State Highway Administration (MDOT SHA) to perform an infrastructure review of each pedestrian or bicyclist fatality on a State highway or at an intersection where a State highway meets another highway or a municipal street; the MDOT SHA would also be required to complete the infrastructure review within six months after the fatality and publish the review on the MDOT SHA website. As explained below, the MDOT SHA already completes investigations on fatal incidents along State highways.

Maryland’s Vision Zero Program was established by the Maryland General Assembly in 2019, with the goal of reaching zero vehicle-related deaths or serious injuries by 2030. In collaboration with a vast network of partners, the MDOT has since launched a variety of strategies to decrease serious injuries and fatalities on Maryland roadways:

- Developed Maryland’s Strategic Highway Safety Plan for 2021-2025.
- Uses a data driven approach to locate and address needed infrastructure improvements at certain locations.
- Partnered with law enforcement to administer initiatives related to the existing pedestrian and bicyclist laws.
- Implemented system-wide infrastructure treatments, land-use planning, and countermeasures to address pedestrian and bicyclist safety on Maryland roadways.
- Supported legislative and policy efforts that advance pedestrian and bicyclist safety.
- Encouraged public awareness and education of pedestrian and bicyclist safety through training and media outreach.
- Identified, promoted, and implemented engineering and technological approaches that support the safety of pedestrians and bicyclists.
- Developed the “Context Driven – Access and Mobility for All Users” guide that focuses on creating a safe, accessible, and balanced multimodal transportation system.

Vision Zero is a statewide initiative that includes transportation departments at the county and municipal levels. Approximately one-third of both pedestrian and bicyclist fatalities occur on roads not owned or maintained by the MDOT SHA.

The Honorable Delores G. Kelley
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It is critical that, for the success of the Vision Zero Program, all State, county, and municipal roads are considered when a fatality occurs, to remain consistent with the Statewide Vision Zero goal.

Senate Bill 874 requires the MDOT SHA to conduct an infrastructure review of each pedestrian fatality on a State Highway. The MDOT SHA already performs these reviews for all types of crashes on our network, not just for pedestrian and bicycle fatalities. For the fatalities that occur on State roads, the MDOT SHA performs infrastructure reviews on approximately 75% of the occurrences. For the remaining occurrences that do not warrant an infrastructure review, it has been determined that external factors contributed to the incident and such a review is not necessary. The MDOT SHA's ability to review a fatality is largely dependent on being notified by law enforcement that a fatality has occurred along the network and in some cases, MDOT SHA is not notified at all, such as when a serious injury results in a fatality. It is the intent of the MDOT SHA to continue to work with law enforcement agencies to improve the process of communicating this data. Once the MDOT SHA is notified of a fatality on one of the State's roadways, the District office begins the review process. Our current infrastructure review incorporates various components that include a summary of the crash, work orders, fatal crash reviews, crash reports, and crash data. The fatal crash review provides an overview of the crash, including an evaluation of the location, a description of the crash, as well as observations and conclusions about the location's infrastructure. Infrastructure elements that are reviewed include, but are not limited to, signage, pavement marking, guardrails, speed limits, sidewalks, traffic signals, etc. As warranted, the MDOT SHA then makes a recommendation on what elements of the existing infrastructure can be upgraded based on the evaluation.

Once a recommendation has been identified and depending on the significance of the improvement, the next step is to begin the project development process which begins with planning and design. Depending on the improvement, the MDOT SHA may need to acquire right of way, move utilities, or perform additional reviews and site visits.

It is important to note that Vision Zero is comprised of six different elements, one of them being infrastructure. When addressing pedestrian and bicycle safety through the lens of Vision Zero, it is necessary to consider the other five elements: Distracted Driving, Impaired Driving, Occupant Protection, Pedestrians, and Aggressive Driving. Similarly, when applying the Federal Highway Administration's (FHWA) Safe System Approach, the following principles are recognized: death and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial.

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating Senate Bill 874.

Sincerely,

Nicole Stafford
State Legislative Manager
Maryland State Highway Administration
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Director of Government Affairs
Maryland Department of Transportation
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