

SB880_Safe Roads_FAV.pdf

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Position: FAV



**Testimony in Support of Senate Bill 880
Safe Access for All (SAFE) Roads Act of 2022
FAVORABLE**

March 9, 2022

On behalf of Strong Future Maryland, we write in strong support of Senate Bill 880. Strong Future Maryland works to advance bold, progressive policy changes to address systemic inequality and promote a sustainable, just and prosperous economic future for all Marylanders. We ask you to support this legislation as a matter of public safety.

We can all agree that one pedestrian fatality is too many, but [139 pedestrian and cyclist deaths](#), as Maryland suffered in 2019, is unconscionable. If passed, Senate Bill 0880 requires the State Highway Administration (SHA) and Maryland Department of Transportation (MDOT) to adopt new plans and practices for safety measures and determine appropriations for infrastructure preservation and congestion relief in an effort to reduce pedestrian and cyclist fatalities and prioritize accessibility. The bill ensures that in any MDOT- or SHA-directed project, there must be intentional design elements meant to accommodate foot and bicycle traffic.

While we know we cannot eliminate all risks that come with our roads and transit systems, there are simple, common-sense crash reduction countermeasures that can and should be prioritized and implemented statewide. Informed by the data collected by the State Highway Administration, local authorities can work to repair and replace traffic lights, reduce speed limits, make sure pedestrian signals are accessible to all, modify pedestrian walk interval times, or add crosswalks and lighting to make areas more pedestrian and cyclist friendly.

Maryland has the potential to be a leader on combating climate change, and that begins with making sure our transit systems are becoming less dependent on cars and, instead, more walkable and bikeable. Ensuring that people feel safe sharing the road should be a priority as we reimagine what sustainable transportation looks like in the 21st century.

Rebuilding faith in state and local government begins with common sense measures like those included in Senate Bill 0880. Maryland must do more for public safety and accessible roads — in the name of sustainability, for the health of our communities, and for the future of our families. This committee can make a commitment to that work by ensuring the transportation decisions made by our state government are centered on safety, data-driven, and put people first.

For all of these reasons, we urge a favorable report on Senate Bill 880.

info@strongfuturemd.org

PO Box 164 | Arnold MD 21012

240-643-0024 | strongfuturemd.org

 @FutureMaryland  @StrongFutureMD

SB880_PGCEX_FAV.pdf

Uploaded by: Angela Alsobrooks

Position: FAV



THE PRINCE GEORGE'S COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

BILL: Senate Bill 880 - Safe Access for All (SAFE) Roads Act of 2022

SPONSOR: Senator Waldstreicher

HEARING DATE: March 9, 2022

COMMITTEE: Finance

CONTACT: Intergovernmental Affairs Office, 301-780-8411

POSITION: SUPPORT

The Office of the Prince George's County Executive **SUPPORTS Senate Bill 880 - Safe Access for All (SAFE) Roads Act of 2022**, which requires the Maryland State Highway Administration (SHA) to recommend and implement context-driven design elements for pedestrian and bicycle safety consistent with the United States Department of Transportation's Federal Highway Administration proven safety countermeasures and the SHA's context-driven guide and associated strategies.

SB 880 also contains favorable language to require any new construction or improvement project projected to take more than 12 months to complete to implement all possible incremental, near-term safety improvements immediately and maintain each projects priority ranking. The bill also mandates a funding stream, via the Governor's annual budget, for Fiscal Years 2024 through 2028, with a 10% minimum increase each year beginning in Fiscal Year 2025.

The Prince George's County Department of Public Works and Transportation strongly recommends support of **SB 880**, specifically, due to its stated goal to ensure all engineering and safety improvements are consistent with Maryland's Vision Zero program. Vision Zero strategy focuses on the High Injury Network (HIN) and eliminating all roadway related deaths by dates adopted via legislative resolutions. The requirements of **SB 880** dovetail with the Vision Zero Prince George's program mission and goals. The requirement that all types of construction and improvement projects undertaken by SHA contain industry standard context-driven design elements will add another tool in Vision Zero Maryland and Vision Zero Prince George's programs to continue to eliminate deaths and serious injuries on roadways.

Vision Zero strategy focuses on the High Injury Network (HIN). Since, its creation Vision Zero Prince George's has successfully worked with MDOT SHA's Office of Traffic Safety to identify the top 20 roadway corridors within the County with greatest frequency and severity of

pedestrian and bicycle crashes. By identifying these corridors efforts may be focused on the areas with the highest need of improvements.

For the reasons stated above, the Office of the Prince George's County Executive **SUPPORTS SB 880** and asks for a **FAVORABLE** report.

3.09.2022 SB880(HB656) Safe Access for All (SAFE).

Uploaded by: Barbara Ditzler

Position: FAV



TESTIMONY TO THE SENATE FINANCE COMMITTEE

SB 880 Safe Access for All (SAFE) Roads Act of 2022

POSITION: Support

BY: Nancy Soreng, LWVMD President

Date: March 9, 2022

The League of Women Voters of Maryland (LWVMD) agrees that SB 880 should be made law and another tool our state uses to make all of us safer. Maryland should help promote mobility safety and a good way to do this is by monitoring and rectifying problems for pedestrians and bicyclists.

One remedy doesn't fit every situation. By evaluating each unique project, then designing the best way to make pedestrians and bicyclists safer, we may actually save taxpayer dollars. Having a set procedure and guidelines that are used when a project is first proposed without redesigning and redoing a project is wise spending. Using funds wisely in support of Vision Zero and safety guidelines with the government benefits everyone.

By evaluating all roads for safety first, a pattern can be more easily followed and modified for each situation to help provide a safe environment. Both individuals and agencies are well intentioned in promoting safety, but may not have knowledge of or reviewed all the situations that make a specific location unique.

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 to occur. Guidelines that are transparent and readily available for everyone to see can help make us all safer while traveling, regardless of the destination or recreational use.

SB 880 provides a way to examine gaps in existing infrastructure and helps to make it safer for users whether it is a shared-use path, sidewalk, bike lane, or road. The public deserves a safer environment for pedestrians and bicyclists and LWVMD supports and urges your affirmative vote for this bill.

Testimony in support of Senate Finance Committee f

Uploaded by: David Helms

Position: FAV

Senate Finance Committee

March 9, 2022

SB 880 / HB 656: [Safe Access for All \(SAFE\) Roads Act of 2022](#)

My name is David Helms, a member of [Montgomery County Families For Safe Streets](#). I urge Senate Finance Committee members to provide a ***favorable consideration*** for Senate Bill 880.

Watching the horrific scenes in Ukraine, I'm shocked but not surprised the world is traumatized by another oil funded war. I am a retired 24 year USAF veteran. I have lived through the OPEC oil embargo of 1973 and 1978, oil wars in 1991 and 2003. I have deployed to Saudi Arabia to protect oil production. Dependence on fossil fuels is killing thousands directly and indirectly through the growing climate crisis. Doubling down on oil as a primary energy source, even from domestic sources, for transportation is NOT the answer. More cars, even EVs, is NOT the answer. Safe and accessible roads for people who walk and bike *is the answer*. SB 880 does exactly what is needed.

Money isn't the problem:

* [Maryland state budget finished the fiscal year with an unprecedented \\$4.6 billion state surplus, and it expects a \\$1.9 billion surplus every year for the next five years.](#)

* [MDOT Current CTP FY22-27](#): P.18 "With the passage of the [Infrastructure Investment and Jobs Act \(IIJA\)](#), the funding for MDOT SHA, MDOT MTA and MDOT MAA will increase about 20 percent (an additional \$3.5 billion) and may be included in a supplemental budget depending on when final amounts are known. (\$17.7B + \$3.5B = \$21.2B)."

SAFE Roads Act will require MDSHA to invest in safe and accessible transportation options by increasing funding by almost \$300 million dollars over 4 years. With state budget surpluses and billions in additional Federal transportation funding, using a small fraction of these new funds for active transportation is NOT a problem, *it is a SOLUTION* to reducing the +500 traffic deaths/year and car-dependency problems. We MUST invest in public transport and safe access to public transport by bicycle and walking NOW!

Budgets are moral documents, a statement of our values. If we can't make a down-payment for active transportation NOW, when? How many lives must be lost and how many wars must be fought before we have the political will to end car-dependency? What do we value? Please support SB 880.

Very Respectfully,

Dave Helms

Silver Spring, Maryland 20901

[Safe Access for All \(SAFE\) Roads Act of 2022 \(HB0880\)](#) will provide the State Highway Administration with the necessary resources to fix dangerous road conditions that threaten vulnerable road users. Specifically, the bill requires:

1. Increase annual spending levels in budget areas involving pedestrian and bicycle safety for identified safety and access gaps*
2. Review outstanding and upcoming preservation and maintenance projects for opportunities to implement Context Driven Design Elements and FHWA Proven Safety Countermeasures
3. When implementing new safe infrastructure and engineering improvements that will take more than 12 months to complete, implement near-term, incremental improvements which enhance safety in the interim.

* Leverage safety and access gaps identified in MDOT and SHA safety audits and plans including:

- [SHA Pedestrian Safety Action Plan \(PSAP\)](#)
- [Maryland Transit Plan](#)
- [Maryland Transportation Plan 2040](#)
- FHWA Highway Safety Improvement Program (HSIP) Vulnerable Road Users Safety Assessment ([IIJA Sec. 11111](#))
- State law - [HB 254 Vision Zero Implementation Act of 2022](#)

Why enact SB 880? Roadway fatalities are 100% preventable. No one should lose their life from choosing to walk or bike on Maryland's roadways. However, in Maryland, the number of traffic-related pedestrian deaths is growing higher year by year. 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.

Key Points:

A. Funding/Program Impact: SAFE Roads Act budget area increases will be funded out of a small fraction of the anticipated **increases** to the State Highway Administration capital budget, and not require redirection from current projects.

HB 656 Fiscal and Policy Note*, citing the [current Consolidated Transportation Plan \(CTP\) FY22-27](#), stated "**MDOT must redirect \$297.1 million from other projects from fiscal 2024 through 2027.**"

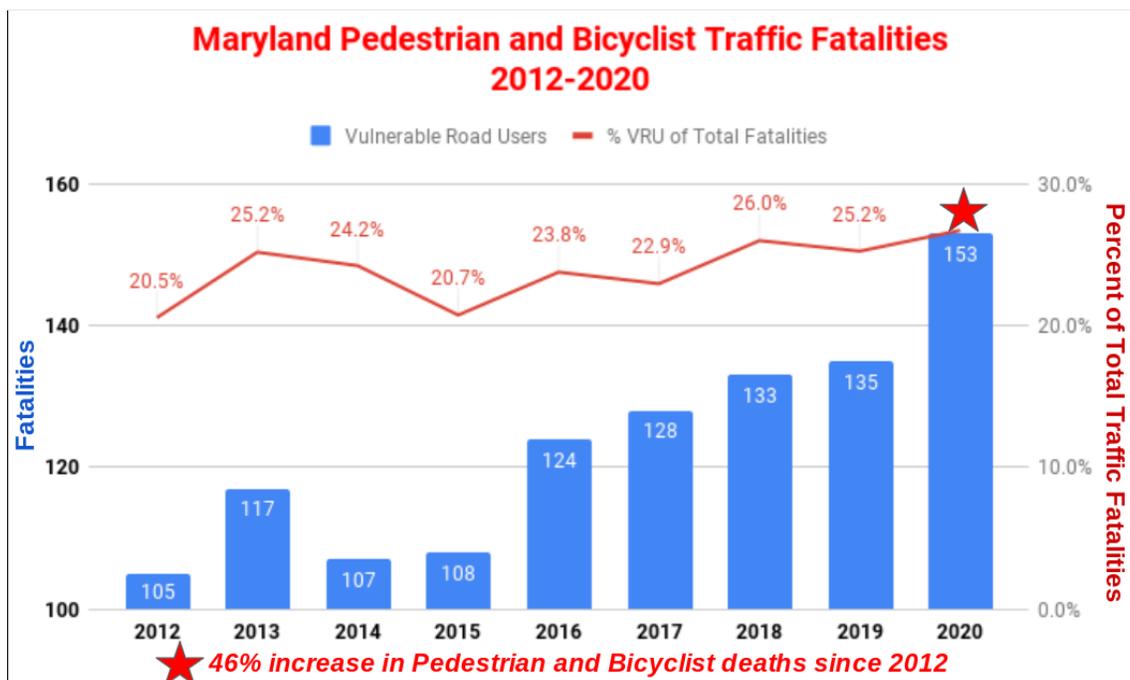
* The [Fiscal and Policy Note](#) failed to mention that the current CTP stated "For FY 2022 through FY 2027, this CTP includes only a continuation of the FFY 21 level of funding from the FAST Act as we wait for the appropriations process to conclude and additional levels of funding. With the passage of the [Infrastructure Investment and Jobs Act \(IIJA\)](#), the funding for MDOT SHA, MDOT MTA and MDOT MAA will increase about 20 percent (an additional \$3.5 billion) and may be included in a supplemental budget depending on when final amounts are known. (\$17.7B + \$3.5B = \$21.2B)."

* Fiscal and Policy Note found the average annual increase in SAFE Roads Act program funding from FY24-27 to be \$74.3 million. As SHA capital budget is expected to conservatively increase by \$262.3 million per year as a consequence of IIJA, **the SAFE Roads Act program funding targets will not require MDOT to redirect any funding from other projects; in fact, SAFE Roads Act program funding targets represent only 28.3% of expected increased federal funding.**

B. Maryland State Budget Surpluses:

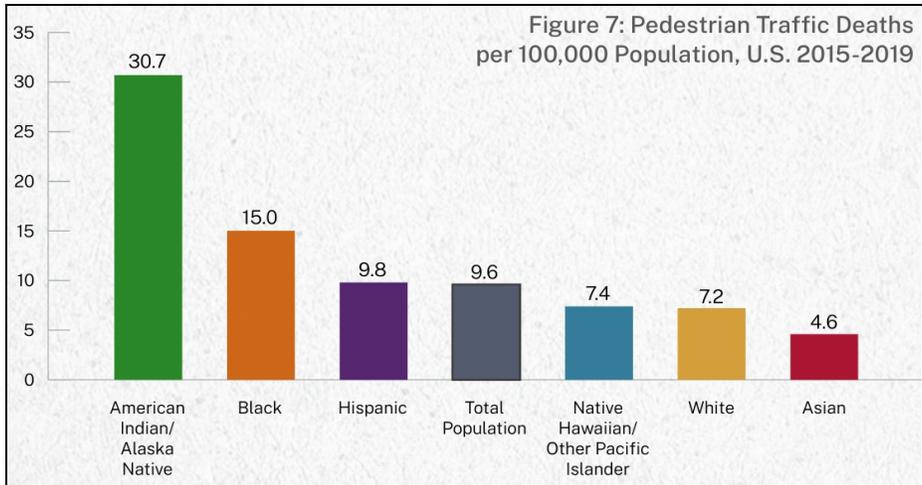
1. In addition to increasing funding from IIJA: [\\$4.1 billion for highway aid and \\$409 million for bridge replacement and repairs, \\$1.7 billion for public transit systems](#)),
2. [Maryland state budget finished the fiscal year with an unprecedented \\$4.6 billion state surplus, and it expects a \\$1.9 billion surplus every year for the next five years.](#)

C. Increasing Vulnerable Road User Deaths/Failing MDOT Policies: The status quo is not acceptable; there has been a 46% increase in pedestrian and bicyclists fatalities from 2012. MDOT, MHSO, and SHA are failing to meet NHTSA and FHWA HSIP pedestrian and bicyclist emphasis area fatality reduction targets. "System Preservation" cannot be the budget priority, this will only maintain roadway dangerous conditions that are the root cause of fatalities.



D. This is a Civil Rights issue: Disadvantaged communities and people of color who walk and ride bicycles are over twice as likely to be seriously injured and killed than other road user groups. Disadvantaged communities and people of color are more likely to be poor, very young or elderly, and in a car-free household in high density housing near public bus transit with a route along an urban arterial highway. By law, MDOT must address the needs of these communities as required by Title VI and Title VII of the Civil Rights Act of 1964 which prohibits discrimination on the basis of race, sex, national origin and religion as well as the Americans with Disabilities Act (ADA) of 1990.

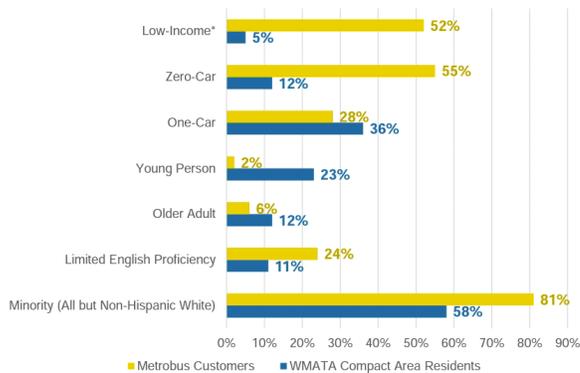
Pedestrian Traffic Deaths per 100,000 Population, U.S. 2015-2019
[An Analysis of Traffic Fatalities by Race and Ethnicity, GHSA, June 2021](#)



Bus Transit User Demographics - Older, Lower Income, BIPOC
[WMATA Bus Transformation Project](#)

Compared to non-riders, Metrobus customers are more transit dependent

- Metrobus riders are far more likely to come from low-income and zero-car households, which are the two strongest indicators of transit dependency
- The proportion of low-income Metrobus riders is 10x the proportion of low-income residents of the region
- The proportion of zero-car household Metrobus riders is more than 4x the proportion of zero-car households in the region
- Metrobus riders are more likely to be of a racial minority group and to have limited English proficiency



Source: WMATA 2014 Passenger Survey; WMATA 2017-2020 Public Participation Plan; US Census 2011-2016 5-Year Estimates 17
 *Low income defined as living in a household with income less than \$30,000 a year

testimony2022sb880ltr.pdf

Uploaded by: Franz Schneiderman

Position: FAV



**Testimony to the Senate Finance Committee
SB 880 – Safe Access for All (SAFE) Roads Act of 2022 –
Position: Favorable**

The Honorable Delores G. Kelley
Senate Finance Committee
3 East, Miller Senate Building
Annapolis, MD 21401
cc: Members, Senate Finance Committee

March 9, 2022

Honorable Chair Kelley and Members of the Committee:

I'm a consumer advocate and Executive Director of Consumer Auto, a non-profit group that works to foster safety, transparency, and fair treatment for Maryland drivers and car buyers.

We support **SB 880** because it will improve the safety of all Maryland road users – and especially of the highly vulnerable pedestrians and cyclists who account for more than 20% of the fatalities on Maryland's roads.

Over the course of the pandemic, we've seen a drastic rise in deaths on U.S. roads. In 2020, overall U.S. road deaths increased 7.2% to more than 38,000 – and 6,721 pedestrians were among those killed (up 4.8% from the previous year).¹ And because that rise came despite a significant drop in traffic volume, on a miles per driven bases pedestrian deaths rose a startling 21% in 2020.² Complete figures aren't yet available for 2021 but early data shows road deaths went up another 12% over the first nine months of last year.³

Sadly, those figures only intensify trends that have been clear for many years. While roads in other wealthy nations have gotten much safer in recent decades, fatalities have been trending upward on U.S. roads for several decades. For pedestrians, total fatalities rose about 45% between 2010 (4,302 deaths) and 2019 (6,237 deaths).⁴ In Maryland we haven't seen quite so dramatic a spike in fatalities but between 125 and 138 pedestrians died in our state each year 2019-2021.⁵

Not surprisingly, those deaths are not evenly distributed. People walking in lower-income neighborhoods are more likely to be killed, with those in the lowest-income neighborhoods almost twice as likely to die as those in middle-income Census tracts.⁶ Death rates are also unusually high among older Americans and among African-Americans and Native Americans.⁷

While many factors help make our roads dangerous, safety advocates and safety regulators now focus on the systems of road and vehicle design as the core of the problem – and on changing the

1 <https://www.bloomberg.com/news/articles/2022-01-27/usdot-s-buttiieg-announces-new-traffic-safety-strategy>

2 <https://www.ghsa.org/resources/news-releases/GHSA/Ped-Spotlight-Addendum21>

3 <https://www.nhtsa.gov/press-releases/traffic-fatalities-estimates-jan-sept-2021>

4 <https://smartgrowthamerica.org/dangerous-by-design/>

5 <https://zerodeathsmd.gov/resources/crashdata/#>

6 <https://smartgrowthamerica.org/dangerous-by-design/>

7 Ibid.



Auto Consumer Alliance

13900 Laurel Lakes Avenue, Suite 100
Laurel, MD 20707

way they operate the key to making our streets safer. U.S. Transportation Secretary Pete Buttigieg announced such a national strategy in January⁸ and the state of Maryland and some of our counties have also moved in that direction.

SB 880 would take important steps to advance that strategy and make it work more effectively to protect our most vulnerable road users. It would require the State Highway Administration (SHA) to analyze the dangers at intersections and street corridors where bicyclists and pedestrians have died, to review the factors that endanger them, to determine what gaps in our infrastructure put people at risk and to recommend engineering improvements to improve safety. Crucially, the bill requires much more than studies; it also mandates millions in annual funding for five years (Fiscal Years 2024-28) to improve bicycle and sidewalk safety, retrofit streets to be more ADA compliant, re-engineer dangerous areas, and re-design traffic management systems.

That kind of funding ought to make a real difference in the safety of our most vulnerable road users. And while some drivers may complain about those changes, re-engineering dangerous intersections and corridors with an eye to protecting their most vulnerable users will in the end tend to lower speeds and alter road designs in ways that will make drivers significantly safer as well.

We support SB 880 and ask you to give it a FAVORABLE report.

Sincerely,

Franz Schneiderman
Consumer Auto

⁸ <https://www.bloomberg.com/news/articles/2022-01-27/usdot-s-buttigieg-announces-new-traffic-safety-strategy>

Mayor Day SB 880 FAV Testimony.pdf

Uploaded by: Jacob Day

Position: FAV



City of
Salisbury
Jacob R. Day, Mayor

09 March 2022

Committee: Finance

Testimony on: SB 880 – Safe Access for All (SAFE) Roads Act of 2022

Position: Favorable

Dear Members of the Finance Committee,

As you consider the merits of **SB 880**, I ask that you **support** this vital legislation and vote to give **SB 880** a **Favorable** Committee report.

The City of Salisbury supports SB 880, 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 improving the safety of roadways throughout Maryland.

SB 880 will:

- Require the State Highway Administration to conduct an analysis of intersections and corridors with a high rate of pedestrian and bike injuries
- Increase spending levels to prioritize pedestrian and bicycle safety
- Encourage the implementation of Context Driven Design Elements and FHA Proven Safety Countermeasures.

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 bike-friendly. Whether constructing bike lanes that allow cyclists 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 SAFE Roads 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 roads remain safe for all modes of transportation, whether via a vehicle, on a bicycle, or by foot. As we work to embrace safer roads, our work prioritizing public safety will also yield dividends in the fight against climate change. As we reduce our dependence on fossil fuels for transportation, safer roads will encourage Marylanders to reduce their carbon footprint by walking or biking.

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

Respectfully,



Jacob R. Day
Mayor

Takoma Park 2022- SB 880 FAV.pdf

Uploaded by: Jamal Fox

Position: FAV



**CITY OF TAKOMA PARK,
MARYLAND**

**SB 880
Support**

Senate Finance Committee

March 9, 2022

SB880: SAFE Roads Act

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 880, and urges favorable consideration.

A great deal needs to be done to shift how we look at pedestrian and bicyclist safety. The SAFE Roads Act would provide one way to begin to shift the car-focused paradigm that now dictates how we approach our communities to one that promotes biking and walking.

We should be doing all we can to prevent roadway fatalities, and this bill will put in place procedures that are long overdue to provide the data and funding to increase roadway safety. The City of Takoma Park strongly endorses this bill as a municipality with many State Highway Administration roadways, and first-hand experience with how long it can take to have assessments and engineering countermeasures proposed and then actually implemented. We also have experience going through the long design process only to be told a project is not funded and no changes, even incremental improvements, will be made to make the roadways safer.

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 SAFE Roads Act begins to address some of the current dysfunction.

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

BaltimoreCounty_FAV_SB0880.pdf

Uploaded by: Joel Beller

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.: **SB 880**

TITLE: **Safe Access for All (SAFE) Roads Act of 2022**

SPONSOR: **Senator Waldstreicher**

COMMITTEE: **Finance**

POSITION: **SUPPORT**

DATE: **March 9, 2022**

Baltimore County **SUPPORTS** Senate Bill 880 – Safe Access for All (SAFE) Roads Act of 2022. This legislation requires the Department of Transportation to recommend and implement Context Driven and Proven Safety Countermeasures design elements for new construction projects.

It is vitally important to keep roadways safe for all those using them. Last session, Baltimore County prioritized legislation imposing stricter penalties on violations that result in the injury or death of vulnerable road users. As many make the decision to switch to more active, environmentally friendly modes of transportation, it is critical that the design and construction of public roads accommodate vehicle alternatives. The Federal Highway Administration’s Proven Safety Countermeasures initiative was designed to reduce roadway fatalities by outlining national best practices for the design and construction of roadways factoring in speed management, roadway departure, intersection design, and accommodations for pedestrians and bicyclists. The State Highway Administration’s Context Driven guide provides a foundation for road construction which promotes safe multi-modal access to roads across the State.

Senate Bill 880 would further Baltimore County’s efforts to provide safer roads for pedestrians and bicyclists throughout Maryland. The implementation of Context Driven design elements and Proven Safety Countermeasures in the planning and construction of State roadways would create a safer and more equitable standard for all future construction projects. By encouraging alternative modes of transportation, this legislation would promote the use of environmentally friendly transit alternatives.

Accordingly, Baltimore County requests a **FAVORABLE** report on Senate Bill 880. For more information, please contact Joel Beller, Acting Director of Government Affairs at jbeller@baltimorecountymd.gov.

2022 sb 0880 favorable.pdf

Uploaded by: John Jasen

Position: FAV

Honorable members of the Maryland Senate Finance Committee;

I urge a favorable report on SB 0880, "Safe Access for All (SAFE) Roads Act of 2022".

I live in Pasadena, Anne Arundel County, Maryland, and our community is bracketed and woven through with state roads, such as MD 173, Fort Smallwood; MD 177, Mountain; MD 648, B&A Boulevard; MD 607, Magothy Bridge; and so on.

Most of the state roads mentioned here are remarkable in their paucity of sidewalks and bike paths, or even bike lanes. A few, such as Fort Smallwood and Magothy Bridge also have narrow bridges, making pedestrian or bike traffic unsafe and ill-advised.

Combined, these mean less opportunities to walk from place to place in Pasadena; less opportunities to bike; and more need for an automobile even for short errands.

For example, the wonderful county B&A trail is only about 5 miles from my house -- but with no safe route to get there, I drive to the ranger station, park, and go for a ride. As another, Pasadena is home to many beautiful parks -- Ft. Smallwood Park, Kinder Farm Park, Lake Waterford, Downs Park -- none of which are readily and safely accessible by foot or by bike.

SB 0880 will offer \$10 million per year for bike improvements, \$80 million/year for safety improvements, and \$10 million for sidewalks, while encouraging the acquisition of federal funds to further these endeavors.

Those will translate into more walkable and bikeable communities across Maryland, and I could hope, Pasadena.

Thank you for your time.

John Jasen
Pasadena, MD

Maryland Coalition For Highway Safety - Support of

Uploaded by: John Seng

Position: FAV



SB0880
"Safe Access for All (SAFE)
Roads Act of 2022"
PLEASE SUPPORT

MARYLAND COALITION FOR HIGHWAY SAFETY

SUPPORTS SB0880

March 8, 2022

To:
Honorable
Senator Delores G. Kelley, Chair
and
Members of the Maryland Senate Finance Committee

FROM:
John J. Seng, Director
Maryland Coalition For Highway Safety
JohnJSeng@gmail.com
(202) 468-7682
<https://www.facebook.com/groups/marylandcoalitionhighwaysafety>

My name is John Seng, volunteer director and founder of the *Maryland Coalition For Highway Safety*.

Our 175-member organization completely supports the enactment of SB0880 (crossfiled with HB0656), the "Safe Access for All (SAFE) Roads Act of 2022."

Our founding organizations include the *American Automobile Association (AAA) Mid-Atlantic*, the *Greater Olney Civic Association*, *The Route 210 Traffic Safety Committee* in Prince George's County and a group of Maryland home owner associations.

The Problem

As we've communicated to members of the Maryland General Assembly over the past several years, we are increasingly fed up with excessive, dangerous speeding; as well as reckless, aggressive and distracted driving on Maryland roadways.

Too many people die on Maryland roads. Whether pedestrian, bicyclist or motorist, no one should have to die while driving on, pedaling on or crossing our roadways, merely to travel from Point A to Point B.

One roadway death in your family, my family or anyone's family and friends is too much. But Maryland's track record comes not even close, with nearly 3 lives lost every 2 days in 2020.

"Maryland has averaged more than 500 traffic fatalities annually over the past five years, and despite reduced traffic volumes during the past six months due to the COVID-19 emergency, fatalities on our roadways have increased compared to 2019." (source: Chrissy Nizer, Administrator, MD MVA)

- **Maryland suffered 568 road deaths in 2020, compared to 535 in 2019, over fewer miles driven.** 2020 fatalities increased 6%, crashes increased 9% compared to 2019. (Maryland Highway Safety Office)

Towards A Solution

People shouldn't have to die or experience harm while using our roads. But if we fail to learn from the tragedies we experience, we fail to respect the unwilling, however, ultimate sacrifices of those lives lost.

SB0880/HB0656 will take big steps in the right direction by mandating that the MDOT State Highway Administration study and understand much more about high pedestrian and bike injury corridors and intersections and develop improvements to reduce roadway violence; as well as invest more dollars in putting pedestrian and bicycling safety first, for the near-term as well as longer-term benefits.

Asking the right questions, conducting the best data analysis and acting upon these insights will play a crucial role in stemming the overall national increase in road violence on the local level in Maryland.

Maryland Lawmakers Can Create A Maryland Road Safety Legacy!

Is it possible that the Maryland General Assembly could yet still boldly take a preeminent, leadership role during this 2022 session by sending the message both in-State and to the rest of our nation that when we use Maryland roads, lawmakers put 100% into ensuring that safety comes first?

Taking Positive Steps

We thank you and the Senate Finance Committee for your review of our position, and urge you to submit a favorable recommendation and support for SB880/HB0656.

Sincerely,



John J. Seng
Director

cc: *Coalition* membership

BikeAAASupportSB880SafeRoads-20220307.pdf

Uploaded by: Jon Korin

Position: FAV



Support SB880 ***Safe Roads for All***

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

Senate Finance Committee
Annapolis, MD 21401-1991

March 7, 2022

RE: SUPPORT Senate Bill 880

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 SB880. 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. Maryland’s commitment to Complete Streets and Vision Zero call for adjustments to road design that provide accommodations and safety safer for all users, 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. A shift in mode from single occupancy vehicles to walking, biking and other forms of micromobility is the best way to relieve congestion, protect our environment, improve health, strengthen our economy and provide equitable travel options. This legislation assures implementation of Maryland’s adoption of Vision Zero in 2019 and Complete Streets in 2018.

Please support SB880 to make Maryland’s roads safe for all users, especially our most vulnerable.

Sincerely,

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

SB880_MDSierraClub_fav - 9March2022.pdf

Uploaded by: Josh Tulkin

Position: FAV



P.O. Box 278
Riverdale, MD 20738

Committee: Finance
Testimony on: SB 880 – “Safe Access for All (SAFE) Roads Act of 2022”
Position: Favorable
Hearing Date: March 9, 2022

The Maryland Chapter of the Sierra Club strongly supports SB 880, which would require the Maryland Department of Transportation (MDOT) to improve pedestrian and bicycle rider safety in the state. The State Highway Administration (SHA) would be required to conduct an analysis of the corridors and intersections across the state where pedestrian and bike rider injuries and fatalities occur, and then recommend engineering and safety improvements that would eliminate those accidents. SHA also would develop a budget and timeline for implementing each engineering and safety improvement.

The bill specifies annual spending levels for budget areas involving pedestrian and bicycle safety for fiscal years 2024 through 2028, and those amounts would be increased by 10 percent annually for fiscal years 2025 through 2028. Finally, when a new construction or improvement project would take more than 12 months to complete, near-term improvements must be made to enhance safety in the interim.

We live in a car-centric culture where transportation planning, roads and vehicle laws are focused on getting cars and trucks to their destinations as swiftly as possible. And with more and heavier SUVs on the road than ever before, this has resulted in high rates of injury and death for pedestrians and bicyclists. The correlation between speed and crash severity is well documented. Combining excessive speed with poor roadway and intersection designs can yield horrifying results. According to the MDOT Motor Vehicle Administration’s Highway Safety Office, there were 542 traffic fatalities in our state last year, including 132 pedestrian and bicycle deaths.

Not everyone is able to drive, for reasons including age, health, and finances. The state transportation system needs to promote equity by assuring that everyone has a safe way to get to their job, education, and housing. We need roadway design that prioritizes safety for drivers, bike riders and pedestrians.

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 cars, to take transit, ride bikes and scooters, and walk more. These modes significantly reduce air pollution and can increase physical health.

In summary, the high number of pedestrian and bicyclist fatalities that continue to occur on our roadways is unacceptable and indicates new measures must be undertaken to dramatically lessen and ideally eliminate all traffic deaths. SB 880 would help make that happen. We urge a favorable report on this bill.

Brian Ditzler
Chapter Transportation Chair
Brian.Ditzler@MDSierra.org

Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

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

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 880 – Safe Access for All (SAFE) R

Uploaded by: Joshua Feldmark

Position: FAV



SB 880 – Safe Access for All (SAFE) Roads Act of 2022

Senate Finance Committee

March 9, 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.

Three weeks ago I testified to this committee in favor of SB 874, the Vision Zero Implementation Act. In that testimony I borrowed the words from the testimony of Kim Lamphier when she testified in front of you on your original passage of Vision Zero in 2019.

Let me quickly repeat Kim’s words: 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.

I mention all of this because this bill represents an equally important next step in the implementation of Vision Zero. To put it succinctly, this legislation is just good policy. It is what should be happening anyway, what things would look like if Maryland was truly committed to the safety of all its road users and to improving access to all. Specifically:

- Requiring context driven design elements for bicycles and pedestrians in all projects. Context driven design is precisely as it sounds, and is critical that the context of individual locations is studied so that the design elements will in fact, increase access and improve safety
- Incentivize near-term incremental improvements so that the most dangerous intersections may see improvements before large scale capital improvements can be made.
- A comprehensive analysis of state highways to discover commonalities among dangerous intersections and stretches of road as well as the improvements that can fix these problems
- Basic funding floors for the budget centers critical to improving safety for everyone. Frankly, this piece should not be necessary but years of neglecting these budget centers has put Maryland “behind the curve” on building and maintaining safe roads.
- Finally, transparency on the staffing commitment to the above goals.

Bike Maryland fully supports HB 656 and urges a favorable report.

MD_SAFERoadsAct_Support_Letter_Senate.pdf

Uploaded by: Ken McLeod

Position: FAV



We're leading the movement to build a Bicycle-Friendly America for Everyone

1612 K STREET NW, SUITE 1102, WASHINGTON, DC 20006

| phone 202-822-1333 | fax 202-822-1334 |

WWW.BIKELEAGUE.ORG

March 9, 2022

Dear Senate Finance Committee:

I am writing in support of the Safe Access for All (SAFE) Roads Act of 2022, urging *favorable consideration* of Senate Bill 880. The League of American Bicyclists (League) is a national non-profit dedicated to building a Bicycle Friendly America for everyone. In Maryland, the League has recognized 7 Bicycle Friendly Communities, 27 Bicycle Friendly Businesses, and 3 Bicycle Friendly Universities.

Since 2008, the League has regularly ranked states based on the actions of their legislature, Governor, and state agencies. Maryland has typically been ranked in the upper half of states, breaking the top 10 four times. [1] Maryland has typically outperformed its federal data on rates of biking to work and bicycle safety through acting to address those issues. Our last report card recognized numerous actions showing Maryland's attempts to improve bicycling in the state. [2]

With the SAFE Roads Act of 2022, Maryland's legislature has another opportunity to provide a leading example and address the state's long-standing bicycle and pedestrian safety issues. The SAFE Roads Act will require the Maryland State Highway Administration to:

- Conduct an analysis of high pedestrian and bike injury corridors/ intersections and identify engineering improvements to address identified threats;
- Provide minimum annual funding levels in budget areas involving pedestrian and bicycle safety;
- Review outstanding and upcoming preservation and maintenance projects for opportunities to implement Context Driven Design Elements and FHWA Proven Safety Countermeasures;
- Implement near-term, incremental improvements to enhance safety as interim improvements where long-term safety improvements will take more than 12 months to complete.

The SAFE Roads Act provides an opportunity for legislators to capitalize on recent federal law and federal guidance to improve safety in a manner that is cost-effective and leverages federally-required Vulnerable Road User Safety Assessments found in Sec. 11111 of the Infrastructure Investment and Jobs Act. It is consistent with the U.S. Department of Transportation's National Roadway Safety Strategy and will serve as an example of what state legislatures can do to ensure safety is a priority. The League enthusiastically supports it and urges *favorable consideration* of Senate Bill 880 by the Committee.

Please contact me at ken@bikeleague.org if you have any questions.

Sincerely,

Ken McLeod
Policy Director

[1] <https://bikeleague.org/sites/default/files/2019%20BFS%20historical%20ranking.pdf>

[2] https://bikeleague.org/sites/default/files/BFS%20Report%20Card_2019_Maryland.pdf

SB880 written testimony Miriam Schoenbaum Action C

Uploaded by: Miriam Schoenbaum

Position: FAV

Environment and Transportation Committee
SB 880/HB 656: Safe Access for All (SAFE) Roads Act of 2022

On behalf of the Montgomery County transit and safe streets advocacy group Action Committee for Transit, I ask the committee for a **FAVORABLE RECOMMENDATION** for this bill.

This bill would require the Maryland State Highway Administration (SHA) to make their roads less dangerous for pedestrians, bicyclists, bus riders, and other vulnerable road users, and would provide the funding for them to do so. SHA should support it, and so should the General Assembly, because

- People are killed in the same places, over and over again for years.
- Even when SHA agrees to make a road less dangerous, they still don't do it.
- SHA always has reasons why they can't, won't, or shouldn't make a road less dangerous.

PEOPLE ARE KILLED IN THE SAME PLACES, OVER AND OVER AGAIN FOR YEARS

SHA's roads have been dangerous for decades, and SHA has done nothing to lessen the danger. Here are some examples:

- CONNECTICUT AVENUE/MD185 AND SAUL ROAD, KENSINGTON
 - On December 13, 1978, pedestrian Geneve Anderson (age 68), a domestic worker, was on the sidewalk when a two-car left-turn/head-on crash killed her; the crash also critically injured pedestrians Tiffany Scott (age 13) and Jennifer Fielding (age 14), Holy Redeemer Catholic School students who were also on the sidewalk.
 - On October 23, 2019, bicyclist Dr. Grant Bonavia, a radiologist at Walter Reed National Military Medical Center, was on the sidewalk when a three-car left-turn/head-on crash critically injured him.
- GEORGIA AVENUE/MD97 AND REGINA DRIVE, ASPEN HILL
 - On September 20, 2009, pedestrian Victor Ramos (age 50) was killed crossing Georgia Avenue at the bus stop at Regina Drive.
 - On June 3, 2011, pedestrian Etsegenet Hurissa (age 24) was killed crossing Georgia Avenue on her way home from the bus stop at Regina Drive, returning from her nursing class at Montgomery College.
 - On October 24, 2016, pedestrian Robert Grossman (age 60) was killed crossing Georgia Avenue on his way to the bus stop at Regina Drive to go to his synagogue.
 - On May 5, 2017, driver Stavroula Doulaveris (age 81) was killed in a crash involving 2 cars and a school bus, while turning left onto southbound Georgia Avenue from Regina Drive.
 - On April 28, 2021 – after SHA finally installed a new traffic signal at the adjacent intersection at Rippling Brook Drive in January 2020 – pedestrian Claire Grossmann (age 63) was killed crossing Georgia Avenue at the new traffic signal, on her way home from the bus stop, returning from her job at CVS; she was the widow of Robert Grossmann.

- NEW HAMPSHIRE AVENUE/MD650 AND ELTON ROAD, HILLANDALE
 - On March 14, 2006, pedestrian Jesus Perez (age 62) was killed crossing New Hampshire Avenue at Elton Road, going from the bus stop to the shopping center.
 - On May 24, 2010, pedestrian Jenet Costa (age 43) was killed crossing New Hampshire Avenue at Elton Road, going to the bus stop to go home after her work shift at the shopping center.
 - On January 15, 2021, pedestrian Mark Henderson (age 66), a former Army sergeant, was killed crossing New Hampshire Avenue, going from the shopping center to the bus stop, two days before his birthday.
 - On January 17, 2022, pedestrian Moges Alemnew Webete (age 70) was killed crossing New Hampshire Avenue, going from the shopping center to the bus stop.

EVEN WHEN SHA AGREES TO MAKE A PLACE LESS DANGEROUS, THEY DON'T DO IT

Since 2019, I have worked with a group to review dangerous infrastructure conditions and ask SHA to make meaningful changes to prevent further injuries and deaths. Unfortunately, in most cases, SHA says no. And even when they say yes, they still don't make the changes. Why? Because

1. Pedestrian/bicyclist projects have a low priority;
2. Near-term improvements for pedestrians/bicyclists don't happen, pending long-term projects; and
3. Projects omit needed pedestrian design elements, which must then be retrofitted.

Meanwhile, every day, people must continue using the dangerous roads that SHA is not fixing.

Here are some examples of SHA practices.

PEDESTRIAN/BICYCLIST PROJECTS HAVE A LOW PRIORITY



Where: Layhill Road (Maryland 182) at the Glenmont Metro drive/Glenmont shopping center, Glenmont

Request date: October 2019

Request: A crossing that is safe for pedestrians.

Reason for request: Pedestrian Alberto Duque struck and killed on January 26, 2019.

SHA response: A HAWK signal will be installed.

Current status: No change; “We are anticipating important update information to be forthcoming regarding our statewide signal construction program.”

PEDESTRIAN/BICYCLIST PROJECTS HAVE A LOW PRIORITY



Where: Midcounty Highway (Maryland 124) at Pier Point Place, Montgomery Village

Request date: February 2020

Request: A crossing that is safe for pedestrians.

Reason for request: Pedestrian Adonias Gomez struck and killed on February 12, 2020.

SHA response: A traffic signal will be installed.

Current status: No change; “still under review by our Office of Traffic and Safety (OOTs).”

PEDESTRIAN/BICYCLIST PROJECTS HAVE A LOW PRIORITY



Where: Clopper Road (Maryland 117) at Mateny Road, Germantown

Request date: October 2019

Request: An intersection that is safe and convenient for pedestrians to cross a.t

Reason for request: Several pedestrians hit while crossing with the walk signal.

SHA response: Some marked crosswalks and pedestrian signals will be added.

Current status: No change; “still under review by our Office of Traffic and Safety (OOTs).”

NEAR-TERM IMPROVEMENTS DON'T HAPPEN, PENDING LONG-TERM PROJECTS



Where: University Boulevard East (Maryland 193) and Seek Lane, Long Branch

Request date: November 2019

Request: A crossing that is safe for pedestrians.

Reason for request: Pedestrian Julio Vargas Valerio struck and killed on October 13, 2019.

SHA response: A traffic signal will be installed, as part of Purple Line construction.

Current status: No change.

NEAR-TERM IMPROVEMENTS DON'T HAPPEN, PENDING LONG-TERM PROJECTS



Where: Frederick Ave (Maryland 355) between Montgomery Avenue and Dalamar Street, Gaithersburg

Request date: June 2021

Request: A crossing that is safe for bus riders going to and from 7-Eleven and Megamart.

Reason for request: Half a mile between crossings; longstanding issue for the City of Gaithersburg.

SHA response: When Megamart builds their new store, they will pay for a traffic signal at Dalamar Street.

Current status: No change.

NEAR-TERM IMPROVEMENTS DON'T HAPPEN, PENDING LONG-TERM PROJECTS



Where: Rockville Pike (Maryland 355) and Halpine Road, City of Rockville, near Twinbrook Metro

Request date: July 2020

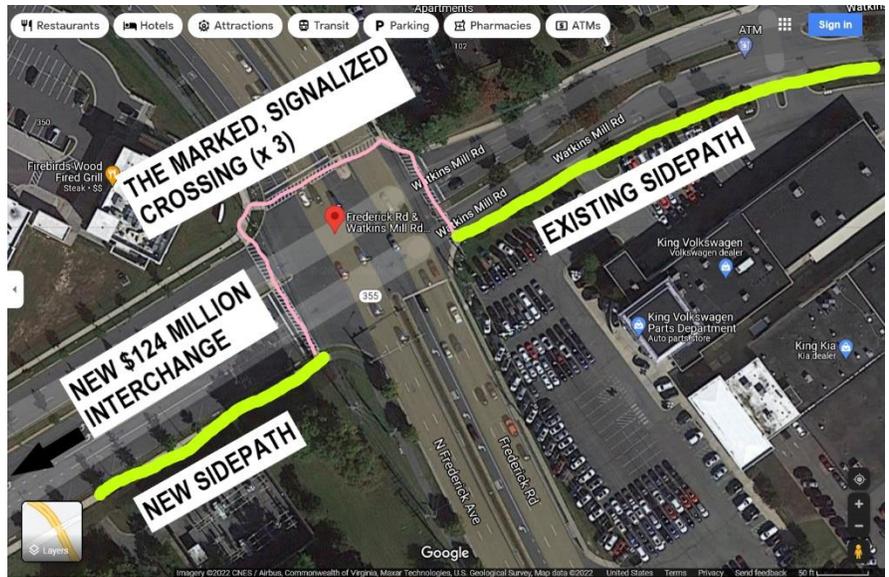
Request: Protecting pedestrians from turning drivers

Reason for request: Multiple pedestrians hit by turning drivers while crossing with the walk signal

SHA response: The Twinbrook Quarter developer will pay for a new traffic signal and other changes.

Current status: No change.

PROJECT DESIGN DOES NOT INCLUDE NEEDED PEDESTRIAN ELEMENTS



Where: Frederick Ave (Maryland 355) and Watkins Mill Road, Gaithersburg/Montgomery Village

Request date: June 2020

Request: A safe, direct crossing across 355 on the side with the sidepaths.

Reason for request: Should have been in the design of the \$124 million Watkins Mill Road interchange.

SHA response: “it was determined that pedestrians cross at the signalized crosswalks and are not crossing along the unmarked and unsignalized side.”

Current status: No change.

PROJECT DESIGN DOES NOT INCLUDE NEEDED PEDESTRIAN ELEMENTS



Where: Frederick Road (Maryland 355) and West Old Baltimore Road, Clarksburg

Request date: January 2021

Request: Pedestrian signals where the new 355 sidepath crosses the newly-rebuilt intersection.

Reason for request: Should have been included in the designs, especially as a school walk route.

SHA response: “Our initial findings are still undergoing review at the MDOT SHA Office of Traffic and Safety (OOTS).”

Current status: No change.

SHA ALWAYS HAS REASONS WHY THEY CAN'T MAKE THE ROAD LESS DANGEROUS

Here are some actual reasons SHA has provided for why they won't, can't, or shouldn't make a road crossing safe for pedestrians.

- Because it's dangerous to cross there.
- Because not enough people cross there.
- Because then more people would cross there.
- Because then people would think it's safe to cross there.
- Because people can cross somewhere else.
- Because nobody has been hit there yet.
- Because nobody has been killed there yet.
- Because typically drivers don't hit people there.
- Because it already is safe, if drivers are law-abiding.
- Because it's too complicated.
- Because drivers would have to wait too long.
- Because the speed limit is too high.
- Because engineering standards don't allow them to.
- Because they have to do another study.
- Because they're waiting for a different plan.

It's SHA's job to make roads safe for everyone. And SB 880 will help them do their job.

SB0880-FAV-DTMG-3-9-22.pdf

Uploaded by: Olivia Bartlett

Position: FAV



Olivia Bartlett, DoTheMostGood Maryland Team

Committee: Finance

Testimony on: SB0880 – Safe Access for All (SAFE) Roads Act of 2022

Position: Favorable

Hearing Date: March 9, 2022

Bill Contact: Senator Jeff Waldestreicher

DoTheMostGood (DTMG) is a progressive grass-roots organization with more than 3000 members in all districts in Montgomery County as well as in several nearby jurisdictions. DTMG supports legislation and activities that keep its members healthy and safe in a clean environment and which promote equity across all our diverse communities. DTMG strongly supports SB0880 because it will improve safety for pedestrians and bikers and prevent roadway deaths and serious injuries.

Roadway fatalities are 100% preventable. No one should lose their life from choosing to walk or bike on Maryland's roadways. However, the number of traffic-related pedestrian deaths in Maryland is growing every year. Although there were fewer cars on the road in 2020 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.

Improving the safety of our streets is also important for addressing climate change. Encouraging greater use of alternative modes of transportation, such as walking and biking, rather than cars requires our streets to be safer for pedestrians and bikers.

SB0880 aims to reduce the number of serious injuries caused by bike- and pedestrian-involved crashes, make progress towards Maryland's goal of zero vehicle-related deaths by 2030, and promote alternative modes of transportation, primarily biking and walking.

To achieve this goal, HB0565 requires the State Highway Administration (SHA) to conduct an analysis of corridors and intersections with high rates of pedestrian and bike injury and publish the results by July 2023. The analysis will focus on engineering improvements, the budget and timeline for making the improvements, and context-driven design elements and FHWA-proven safety measures to improve pedestrian and biker safety. SHA will also increase annual spending levels in budget areas involving pedestrian and bicycle safety and review outstanding and upcoming preservation and maintenance projects for opportunities to implement.

Too often, SHA studies result in good plans for improving safety, but the plans can't be implemented for an extended period of time. Importantly, SB0880 will therefore require the SHA to implement near-term

incremental improvements which enhance safety in the interim when new safe infrastructure and engineering improvements will take more than 12 months to complete,

DTMG strongly supports these common-sense measures to improve safety for residents across Maryland and urges a **FAVORABLE** report on SB0880.

Respectfully submitted,

Olivia Bartlett
Co-lead, DoTheMostGood Maryland Team
oliviabartlett@verizon.net
240-751-5599

SB0880_FAV_City of Rockville_(SAFE) Roads Act of 2

Uploaded by: Pam Kasemeyer

Position: FAV



Testimony of the Mayor and Council of Rockville
SB 880 – Safe Access for All (SAFE) Roads Act of 2022
February 17, 2022
SUPPORT

The Mayor and Council of Rockville thank Chair Kelley and members of the Senate Finance Committee for the opportunity to share the City’s comments on SB 880. 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 Rockville Vision Zero Action Plan is consistent with the State’s Vision Zero subtitle and follows the same implementation philosophy. The City supports SB 880 and its goals to assess the infrastructure and operational practices that limit our collective ability to reach Vision Zero.

The City continues to proactively track crash locations and coordinates with the State Highway Administration (SHA) to identify state-maintained roadways and intersections in need of further assessment. Rockville has identified a High Injury Network of the roadways which have the most crashes resulting in fatalities or serious injuries. All six segments are located along State-maintained roadways, with 52 fatalities and serious crashes. Rockville wrote MDOT over two months ago to express our serious concerns and request safety improvements. Unfortunately, we have still not received a response.

While regular collaboration between our transportation agencies is strong when identifying problematic safety locations, current processes and capacity at the State level often extends the timeline for implementation of safety improvements beyond acceptable levels, including a 90-day timeframe for responding to requests. Moreover, the recommended safety improvements often fall short of the needs of vulnerable people walking or bicycling in favor of maintaining the motor vehicle level of service or justification thresholds that predate the State’s Vision Zero policy. The requirements for comprehensive safety evaluations, consistent with the Vision Zero Program established under Title 8, Subtitle 10 of the Transportation Article; an increased and mandated budget for vulnerable roadway user improvements; and staffing assessment will help expedite proactive and innovative safety improvements along state roadways that are desperately needed.

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

1. Include implementation of temporary safety measures along with incremental, near-term improvements for projects taking more than 12 months to complete.
2. Expand safety recommendations to include improvements designed to reduce unsafe and illegal driving behaviors.

In closing, SB 880 is urgently needed and will further advance the State’s Vision Zero traffic safety efforts, making a safer transportation network for people walking, bicycling, driving, and using transit. We urge the Committee to provide SB 880 with a favorable report and forward the bill to the Senate floor for a vote.

SB880_IndivisibleHoCoMD_FAV_RuthAuerbach.pdf

Uploaded by: Ruth Auerbach

Position: FAV



SB880 – Safe Access for All (SAFE) Roads Act of 2022

Testimony before Senate Finance Committee

March 9, 2022

Position: Favorable

Dear Finance Committee Members,

My name is Ruth Auerbach, and I represent the 750+ members of Indivisible Howard County. We are providing written testimony today to support SB880, to improve pedestrian and bicycle safety. Indivisible Howard County is an active member of the Maryland Legislative Coalition (with 30,000+ members). We are grateful for the leadership of Senator Waldstreicher for sponsoring this bill.

Many Marylanders need to walk or bike to get to jobs, stores, public transportation, places of worship, medical visits, and to see friends and family. Walking and biking is also a great option because it is beneficial for health and reduces reliance on fossil fuels. However, we need walking and biking to be safe. Sadly, pedestrian and bicyclist injuries and fatalities have risen in recent years. This bill invests in infrastructure to make walking and bicycling safer, and it will have the State Highway Administration study the needs in Maryland.

I make about 15% of my commutes to work by bicycle, and I shop and do errands on foot or bike when possible. The addition of bike lanes in my area has encouraged me to use my bicycle more. My colleagues have mentioned that their concerns about safety stop them from bicycling to work. Improving safety will get more people to replace car trips with walking and biking.

This legislation will save lives and promote health and the environment. Thank you for your consideration of this important legislation. **We respectfully urge a favorable report on this bill.**

Ruth Auerbach
Columbia, MD 21046

2022 SB0880 SAFE Road Act Support - Frederick Bike

Uploaded by: Shayne Boucher

Position: FAV

HB0656/SB0880 – Safe Access for All (SAFE) Roads Act of 2022

Senate Finance Committee

March 9, 2022

Tom Rinker, President
Frederick Bicycle Coalition
president@bikefrederick.org

Position: Support

Greetings Chair and Members of the Committee

I am an avid cyclist, a mobile bike service owner, Frederick County resident and President of Frederick Bicycle Coalition. [Frederick Bicycle Coalition](#) represents a broad coalition of recreational, commuter, mountain and adaptive cyclists. Our mission is to work with government, organizations, and individuals to promote increased and safe access for bicyclists and others in the Frederick County. We have over 1,700 followers on Facebook.

Safe Access for All (SAFE) Roads Act of 2022 (SB 880/HB 656) will provide the necessary resources for SHA to fix dangerous state roads for our vulnerable road users. The bill would act on the following measures:

- Increase annual budget spending levels on already identified safety and access gaps for our pedestrians and bicyclists
- Apply Context Driven Design Elements and FHWA Proven Safety Countermeasures in current and future transportation infrastructure preservation and maintenance projects
- Implement near-term, interim improvements that enhance safety in new transportation infrastructure and engineering projects taking 12 months or more to complete

Vulnerable road user fatalities are 100% preventable. No one should lose their life from choosing to walk or bike on Maryland's roadways. As stated by MDOT SHA's Zero Deaths policy, every crash is preventable and every life counts. In Maryland, the number of traffic-related pedestrian deaths is growing higher year over year. About 135 pedestrians and bicyclists are killed every year in the State of Maryland.

The status quo is not acceptable since there has been a 46% increase in pedestrian and bicyclists fatalities since 2012. MDOT, MHSO, and SHA are failing to meet NHTSA and FHWA HSIP pedestrian and bicyclist emphasis area fatality reduction targets. Preservation of state roads cannot be the budget priority at the risk of not improving roadway conditions that are dangerous to vulnerable road users and the root cause of traffic fatalities.

We request that the committee support the passage of SB 880.

MD SB 880 National Safety Council FAV Final.pdf

Uploaded by: Tara Ackerman

Position: FAV



Senate Finance Committee
March 8, 2022
SB 880/HB 656: Safe Access for All (SAFE) Roads Act of 2022

Dear Chair Kelley, Vice Chair Feldman, and Esteemed Members of the Finance Committee:

The National Safety Council (NSC) respectfully asks for favorable consideration of SB 880/HB 656, the SAFE Roads Act of 2022. This legislation, if passed, will improve the safety of pedestrians and cyclists in Maryland.

NSC is America's leading nonprofit safety advocate and has been for over 100 years. As a mission-based organization, we work to eliminate the leading causes of preventable death and injury, focusing our efforts on the workplace, roadway and impairment. We create a culture of safety to keep people safer in the workplace and beyond so they can live their fullest lives. Our more than 15,000 member companies represent employees at more than 50,000 U.S. worksites. NSC is proud to lead the national Road to Zero Coalition with the goal of eliminating roadway fatalities by 2050.

In 2021, early estimates show there were 555 motor vehicle-related deaths in Maryland, a 3% increase from 2019.¹ Preliminary estimates by NSC show there was a 9% increase across the U.S. in motor vehicle-related fatalities in 2021 compared to 2020.² These data reinforce the need to improve the safety of our roads for all road users.

This is especially true for pedestrians, cyclists and other vulnerable road users. In 2019, 6,205 pedestrians were killed in traffic crashes in the U.S.³ Pedestrians are 1.5 times more likely than occupants of passenger vehicles to be killed in a car crash. From 2009 to 2019, the number of pedestrian fatalities increased by 51%.⁴ Nine out of 10 pedestrians would *survive* being struck by a vehicle traveling at 20 mph, while 9 out of 10 pedestrians would be *killed* at 40 mph.

Eliminating roadway fatalities requires massive, near-term gains in highway safety, and we must use every tool at our disposal to prevent crashes. SB 880/HB 656 will help achieve this by providing dedicated funding to improve pedestrian and bicycle safety infrastructure, requiring vulnerable road user countermeasures in both new and maintenance construction projects, and collecting better data around high risk road areas in order to implement measures to prevent future fatalities. NSC stands ready to support your public safety efforts. If you have any questions please contact Tara Leystra, NSC State Government Affairs Manager, at 202-445-3121 or tara.leystra@nsc.org.

Sincerely,

A handwritten signature in black ink that reads "Lorraine Martin". The signature is written in a cursive, flowing style.

Lorraine Martin
President and CEO

¹ <https://zerodeathsmd.gov/resources/crashdata/>

² <https://injuryfacts.nsc.org/motor-vehicle/overview/preliminary-estimates/data-details/>

³ https://www.cdc.gov/motorvehiclesafety/pedestrian_safety/index.html

⁴ <https://injuryfacts.nsc.org/motor-vehicle/road-users/pedestrians/data-details/>

SB 880_MTBMA_UNF.pdf

Uploaded by: Michael Sakata

Position: UNF



March 9, 2022

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

RE: SB 880 – UNFAVORABLE – Safe Access for All (SAFE) Roads Act of 2022

Dear Chair Kelley and Members of the Senate Finance Committee:

The Maryland Transportation Builders and Materials Association (“MTBMA”) has been and continues to serve as the voice for Maryland’s construction transportation industry since 1932. Our association is comprised of 200 members. MTBMA encourages, develops, and protects the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials. We proactively work with regulatory agencies and governing bodies to represent the interests of the transportation industry and advocate for adequate state and federal funding for Maryland’s multimodal transportation system.

Senate Bill 880 would require the Maryland Department of Transportation (MDOT) and the State Highway Administration (SHA) to recommend and implement various requirements related to pedestrian and bicycle rider safety. While we appreciate the Sponsor’s intent with this legislation, SB 880 is unnecessary and redundant because MDOT and SHA already do this. As the fiscal and policy note lays out, SHA’s Context Driven guide and associated strategies is a planning and design resource that includes guidance and strategies for the implementation of safe and multi-modal roads and highways. Additionally, MDOT is required to publish a Bicycle and Pedestrian Master Plan and update it every five years. Lastly, Vision Zero was established in 2019 as the State’s traffic safety program.

The Transportation Trust Fund’s (TTF) operating expenditures would increase significantly as a result of this bill, requiring MDOT to redirect almost \$300 million between 2024 and 2027 from other projects. Unfortunately, without an increase in revenues for the other projects that the TTF funds, we cannot support this legislation. Our position centers around the concern that the funds needed for this program would result in less money available to fund critical repairs to the roads and bridges that form the backbone of Maryland’s transportation infrastructure. We appreciate you taking the time to address this important issue, and we urge an unfavorable report on Senate Bill 880.

Thank you,



Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association

SB 880_MAA_UNF.pdf

Uploaded by: Rachel Clark

Position: UNF

CHAIRMAN:
Rob Scrivener
VICE CHAIRMAN
Brian Russell

MARYLAND ASPHALT ASSOCIATION



SECRETARY:
David Slaughter
TREASURER:
Jeff Graf
PRESIDENT:
G. Marshall Klinefelter

March 9, 2022

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

RE: SB 880 – UNFAVORABLE – Safe Access for All (SAFE) Roads Act of 2022

Dear Chair Kelley and Members of the Senate Finance Committee:

The Maryland Asphalt Association (MAA) is comprised of 18 producer members representing more than 47 production facilities, 24 contractor members, 24 consulting engineer firms and 41 other associate members. We proactively work with regulatory agencies to represent the interests of the asphalt industry both in the writing and interpretation of state and federal regulations that may affect our members. We also advocate for adequate state and federal funding for Maryland's multimodal transportation system.

Senate Bill 880 would require the Maryland Department of Transportation (MDOT) and the State Highway Administration (SHA) to recommend and implement various requirements related to pedestrian and bicycle rider safety. While we appreciate the Sponsor's intent with this legislation, SB 880 is unnecessary and redundant because MDOT and SHA already do this. As the fiscal and policy note lays out, SHA's Context Driven guide and associated strategies is a planning and design resource that includes guidance and strategies for the implementation of safe and multi-modal roads and highways. Additionally, MDOT is required to publish a Bicycle and Pedestrian Master Plan and update it every five years. Lastly, Vision Zero was established in 2019 as the State's traffic safety program.

The Transportation Trust Fund's (TTF) operating expenditures would increase significantly as a result of this bill, requiring MDOT to redirect almost \$300 million between 2024 and 2027 from other projects. Unfortunately, without an increase in revenues for the other projects that the TTF funds, we cannot support this legislation. Our position centers around the concern that the funds needed for this program would result in less money available to fund critical repairs to the roads and bridges that form the backbone of Maryland's transportation infrastructure. We appreciate you taking the time to address this important issue, and we urge an unfavorable report on Senate Bill 880.

Thank you,

Marshall Klinefelter
President
Maryland Asphalt Association

SB0880 - SHA - Safe Access for All (SAFE) Roads Ac

Uploaded by: Molly O'Hara

Position: INFO

March 9, 2022

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

Re: Letter of Information – Senate Bill 880 – Safe Access for All (SAFE) Roads Act of 2022

Dear Chair Kelley and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on Senate Bill 880 but offers the following information for the Committee’s consideration.

Senate Bill 880 requires the MDOT State Highway Administration (MDOT SHA) to make recommendations and implement context-driven design elements, implement all possible incremental improvements when a project is projected to take more than 12 months to complete, conduct analyses at specific locations and studies that identify road characteristics, ensure improvements are consistent with Vision Zero, and report staffing and vacancy information, as well as complete a comprehensive report on the analyses and studies conducted. The bill would also mandate appropriations of the various MDOT SHA System Preservation fund categories.

Many of the requirements outlined in Senate Bill 880 are already being conducted by the MDOT SHA. For example, all recommendations and implemented improvements are guided by context-driven design elements. Similarly, the MDOT SHA currently performs infrastructure reviews, and the timing of these are largely dependent on when MDOT SHA receives notice from law enforcement that a fatality has occurred on the State’s network. Maryland’s Vision Zero Program is a State-wide initiative that includes State, county, and municipal level transportation agencies. Vision Zero consists of six elements including infrastructure, distracted driving, impaired driving, occupant protection, pedestrians, and aggressive driving. When the MDOT SHA makes recommendations and implements improvements, all elements of Vision Zero are considered.

In order to achieve the required funding levels outlined in Senate Bill 880 for the five minor system preservation categories, the MDOT SHA would require \$294.5 million in additional funding for FY 2024-2027 and \$245 million dollars for FY 2028. Senate Bill 880 does not propose a new funding or revenue source; therefore, funds would need to be shifted from previously programmed projects. The MDOT currently budgets funds on a six-year timeframe and outlines total funds and projects in the Consolidated Transportation Program (CTP). The CTP is established after extensive consultation with Maryland’s citizens, local jurisdictions and the local and State delegations, and those projects that preserve transportation system investments, enhance transportation services, and expand transportation opportunities throughout the State are added to the CTP.

The Honorable Dolores G. Kelley
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A strength of the CTP is the flexibility to move funds in order meet certain demands and the MDOT requires this flexibility without the restrictions of mandated appropriations. This flexibility allows for the ability to program system preservation projects based on a data driven approach to keep our State-wide infrastructure in a state of good repair based on the greatest needs. While the system preservation needs of MDOT SHA are important, they must be considered in the context of MDOT's need to maintain critical infrastructure across Maryland's entire transportation system, including transit, port, and airport facilities.

Additionally, in light of the recently passed federal surface transportation reauthorization known as the Infrastructure Investment and Jobs Act (IIJA), more State dollars will need to be used as a match to access this influx of federal funds. While the MDOT is awaiting federal rulemaking and a congressional appropriations authorization to be able to access these new funds, every effort should be made to provide flexibility for the MDOT to have State funds available to use as leverage to receive this funding increase.

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating Senate Bill 880.

Sincerely,

Nicole Stafford
State Legislative Manager
Maryland State Highway Administration
410-310-1056

Pilar Helm
Director of Government Affairs
Maryland Department of Transportation
410-865-1090