

HB 70/SB 16 – Safe Access for All (SAFE) Roads Act of 2023
MDOT SHA Proposed Amendments

2-103.1. 17

(C-1) (1) THE DEPARTMENT, IN DEVELOPING ~~ANY CONSTRUCTION OR IMPROVEMENT PROJECT, OR POSTCONSTRUCTION PROJECT, PRESERVATION, OR MAINTENANCE IMPROVEMENT PROJECTS IN THE CAPITAL PROGRAM~~, SHALL RECOMMEND AND IMPLEMENT CONTEXT-DRIVEN DESIGN ELEMENTS FOR PEDESTRIAN AND BICYCLE SAFETY CONSISTENT WITH:

(I) THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION PROVEN SAFETY COUNTERMEASURES; AND

(II) THE STATE HIGHWAY ADMINISTRATION'S CONTEXT DRIVEN GUIDE AND ASSOCIATED STRATEGIES.

(2) IF A NEW CONSTRUCTION OR IMPROVEMENT PROJECT IS PROJECTED TO TAKE MORE THAN 12 MONTHS TO COMPLETE, THE DEPARTMENT SHALL IMPLEMENT ALL POSSIBLE INCREMENTAL, NEAR-TERM SAFETY IMPROVEMENTS IMMEDIATELY WHILE MAINTAINING EACH PROJECT'S PRIORITY RANKING.

2-609.

(A) ON OR BEFORE OCTOBER 1, 2023, THE STATE HIGHWAY ADMINISTRATION SHALL SUBMIT TO THE GENERAL ASSEMBLY, IN ACCORDANCE WITH § 2-1257 OF THE STATE GOVERNMENT ARTICLE, A REPORT THAT INCLUDES:

(1) THE NUMBER OF ~~OPEN~~-STAFF POSITIONS ~~IN~~-THE STATE HIGHWAY ADMINISTRATION ~~HAS DEDIDACTED TO IMPLEMENTING PEDESTRIAN AND BICYCLE SAFETY IMPROVEMENTS~~ BY TITLE AND DEPARTMENT ~~AND THE EXTENT TO WHICH THESE OPEN POSITIONS SLOW DOWN THE PROCESS OF IMPLEMENTING PEDESTRIAN AND BICYCLE SAFETY IMPROVEMENTS ONCE NEEDED IMPROVEMENTS HAVE BEEN IDENTIFIED~~;

(2) INFORMATION ABOUT EMPLOYEES ~~WHO PERFORM DIRECT LABOR ON~~~~DEDICATED TO SUPPORTING~~ PEDESTRIAN AND BICYCLE HIGHWAY SAFETY AND IMPROVEMENT PROJECTS FOR THE STATE HIGHWAY ADMINISTRATION, INCLUDING THE FOLLOWING:

(I) WAGE, BENEFIT, AND COMPENSATION LEVELS;

(II) ~~OPEN POSITIONS BY~~ TITLE AND DEPARTMENT;

~~(III) TURNOVER RATES; AND~~

~~(IV) AN EXAMINATION OF HOW TURNOVER RATES AND OPEN POSITIONS AFFECT HOW QUICKLY SAFETY IMPROVEMENTS CAN BE IMPLEMENTED; AND~~

(3) THE NUMBER OF NEW SIGNALIZED CROSSWALKS THAT HAVE BEEN APPROVED FOR CONSTRUCTION, THE TIMEFRAME FOR COMPLETION, AND THE CAUSE OF ANY DELAYS IN DEPLOYMENT FOR:

(I) FULLY SIGNALIZED CROSSWALKS;

(II) PEDESTRIAN HYBRID BEACONS; AND

(III) ANY OTHER SIGNAL TYPES.

(B) ON OR BEFORE ~~DECEMBER 1, 2023~~ OCTOBER 1, 2024, THE STATE HIGHWAY ADMINISTRATION SHALL SUBMIT TO THE GENERAL ASSEMBLY, IN ACCORDANCE WITH § 2-1257 OF THE STATE GOVERNMENT ARTICLE, A REPORT WITH A FULL ANALYSIS OF AND PLAN FOR ALL STATE HIGHWAYS LOCATED IN SUBURBAN ACTIVITY CENTERS OR TRADITIONAL TOWN CENTERS, AS DEFINED BY THE STATE HIGHWAY ADMINISTRATION'S CONTEXT ZONES GUIDE, THAT:

(1) INCLUDES AN INSTALLATION PLAN AND TIMELINE REQUIRED TO ESTABLISH SAFE PEDESTRIAN CROSSINGS ON THESE STATE HIGHWAYS;

(2) USES ALL SIGNAL TYPES IN THE PLANNING OF ROAD CROSSINGS, INCLUDING FULL SIGNALS, PEDESTRIAN HYBRID BEACONS, AND ANY OTHER SIGNALS; AND

(3) ~~PLACES~~ EVALUATES THE PLACING OF PEDESTRIAN CROSSINGS ~~AT A MINIMUM OF ONE FIFTH MILE IN~~ BEST DETERMINED BY A DATA DRIVEN APPROACH THAT CONSIDERS CONTEXT DRIVEN DESIGN CONCEPTS AND TRAFFIC CONDITIONS WITHIN OR ADJACENT TO CENSUS TRACTS WITH SIGNIFICANT TRANSIT DEPENDENCY AND A POPULATION DENSITY ALONG THE HIGHWAY THAT EXCEEDS 10,000 PEOPLE PER MILE.

SECTION 2. AND BE IT FURTHER ENACTED, That it is the intent of the General Assembly that the Maryland Department of Transportation maximize applications for and access to federal funding that is or may become available for infrastructure for pedestrian and bicycle safety.