

# **HB\_344\_FAV\_LateTestimony\_AmyFrieder**

Uploaded by: Amy Frieder

Position: FAV



## Montgomery County's Advocates for Better Transportation

P.O. Box 7074, Silver Spring MD 20907 • [admin@actfortransit.org](mailto:admin@actfortransit.org)

February 6, 2024

### **Testimony in Support of HB 344 and SB 345 Transportation – Vision Zero Advisory Commission – Establishment**

Action Committee for Transit, a Montgomery County–based organization that advocates for better transit and safer streets for pedestrians and cyclists, supports the establishment of a Vision Zero Advisory Commission.

While a committee within the Maryland Department of Transportation that works on the annual state highway safety plan currently exists, that committee is not codified by statute. The proposed Vision Zero Advisory Commission would not only codify a group dedicated to safer streets but would also give external stakeholders, such as representatives from pedestrian and cyclist advocacy groups, seats at the table. Advocates would be invaluable members of the proposed commission, as they deeply understand the infrastructure issues facing pedestrians and cyclists as well as the difficulties of enlisting local, county, and state departments of transportation to swiftly act to prevent the trend of vehicles killing an increasing number of pedestrians and cyclists. The fact that the commission would include citizen representatives from different geographic areas throughout the state is an important consideration given concerns of equitable distribution of transportation resources. Finally, giving advocates a seat at the table could inspire more citizen engagement with the findings and recommendations published in the Maryland Department of Transportation's Vision Zero report, which is required by current law to be published annually.

Please support this bill in addition to bills that enact changes supporting the overall goal of Vision Zero, such as [MC 6-24](#), [MC 7-24](#), [MC 10-24](#), and [MC 15-24](#) in Montgomery County, as well as statewide legislation such as [HB0337/SB0315](#) (the Sarah Debbink Langenkamp Memorial Act), [HB0111/SB0077](#), and [HB0028](#).

Sincerely,

Amy Frieder  
President, Action Committee for Transit

**MML- HB 344 - FAV.pdf**

Uploaded by: Bill Jorch

Position: FAV



Maryland Municipal League  
*The Association of Maryland's Cities and Towns*

# TESTIMONY

February 8, 2024

**Committee:** House Environment and Transportation

**Bill:** HB 344 - Transportation - Vision Zero Advisory Commission - Establishment

**Position:** Favorable

**Reason for Position:**

The Maryland Municipal League (MML) supports House Bill 344 which, through the creation of the Vision Zero Advisory Committee, will significantly improve roadway safety by comprehensively studying the issue.

One critical function of local government is to promote the safe use of public rights-of-way by all users. Promoting Vision Zero and its policies has been a frequent topic when discussing potential MML priorities. In addition to the State's adoption of Vision Zero in 2019, several municipalities have also adopted local Vision Zero plans that focus on reducing fatalities on local roads.

The municipal seat on the Commission is particularly important to provide the local perspective on this issue that impacts the shared constituency of all levels of government. Specifically, the Commission's review of policies and advising state agencies on implementation is particularly impactful. Local government representatives can speak specifically to the role of local laws on implementing Vision Zero goals.

The provisions of HB 344 should significantly assist municipal governments promote roadway safety through the work of the Commission. For this reason, the League respectfully requests that the committee provide House Bill 344 with a favorable report.

**FOR MORE INFORMATION CONTACT:**

Theresa Kuhns

Angelica Bailey Thupari, Esq.

Bill Jorch

Justin Fiore

Chief Executive Officer

Director, Advocacy & Public Affairs

Director, Public Policy & Research

Deputy Director, Advocacy & Public Affairs

# **Bike MD 2024 HB 344 – Vision Zero.pdf**

Uploaded by: Joshua Feldmark

Position: FAV



HB 344 – Transportation – Vision Zero Advisory Commission - Establishment

House Environment & Transportation Committee

February 8, 2024

Josh Feldmark

[joshua@bikemd.org](mailto:joshua@bikemd.org)

Position: Support

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

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

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

In 2022, with equally little fanfare, you passed the Vision Zero Implementation Act which was a natural progression for the Vision Zero program in which you had the state begin reviewing specific sites that have frequent crashes to put them through a Vision Zero lens.

This proposal is now the NEXT natural step. While many (myself included) view task forces and commissions with skepticism, in this case it is a vitally important part of the program. Like when the US government began examining auto crashes through a public health lens, this will allow for comprehensive system wide solutions. For cars it was about crumpling steering columns, seat belts, and air bags. Who complete transportation only groups as robust as this proposed commission, are likely to develop the right solutions.

Bike Maryland fully supports HB 344 and urges a favorable report.

# **Delegate Palakovich Carr Testimony - HB 344 - Visi**

Uploaded by: Julie Palakovich Carr

Position: FAV



THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

**Testimony in Support of HB 344**  
**Transportation – Vision Zero Advisory Commission – Establishment**

This bill will further the implementation of Maryland's Vision Zero law, which was enacted in 2019 and sets a goal of no roadway fatalities or serious injuries by 2030.

This bill establishes a Vision Zero Advisory Commission to advise the Governor and state agencies on traffic safety for pedestrians, bicyclists, and motorists. Additionally, the commission will:

- identify state and local laws, policies, and regulations that hinder the development and implementation of Vision Zero; and
- review safety deficiencies at crash hotspots (intersections and corridors), including the results of infrastructure reviews. MDOT is required under current law to publish these reviews within 6 months of any pedestrian or bicyclist fatality on a state roadway.

The commission will be comprised of:

- Designees from the Departments of Transportation, Health, Planning, Aging, Disabilities, and Education as well as the State Police
- Members from each MDOT branch, including the Motor Vehicle Administration's Maryland Highway Safety Office, which coordinates Vision Zero
- Members appointed by the Governor, including representatives from local government, law enforcement agencies, higher education, transportation planning organizations, pedestrian and bicyclist advocacy groups, and the trucking industry

Commission members are unpaid but are allowed to have their travel expenses reimbursed for meetings, as is the case for other state commissions and work groups. Any findings and recommendations from the commission will be published in the Maryland Department of Transportation's Vision Zero report, which is required by current law to be published annually.



## Background

Vision Zero aims to make our roads safer for everyone who uses them, regardless of their mode of transportation.

In 2022, 564 people were killed in crashes in Maryland. Of these fatalities, 62% were motorists, 23% were pedestrians, 13% were motorcyclists, and 2% were bicyclists.<sup>1</sup>

Nationally, pedestrian fatalities are growing relative to other traffic deaths. From 2010 to 2021, pedestrian fatalities increased by 77 percent.<sup>2</sup> In Maryland, there were 2.16 pedestrian fatalities per 100,000 people in 2021; this is a fatality rate that is higher than two-thirds of other states. An estimated 92% of pedestrian-involved crashes in Maryland result in injury or death.<sup>1</sup>

Rather than continue to accept the status quo that traffic deaths are inevitable, Vision Zero challenges traffic engineers, planners, law enforcement, and others to view traffic deaths as preventable and to plan roads that account for failures in human behavior. Vision Zero can be accomplished by a variety of means, depending on local conditions, resources, and needs. Combinations of engineering, enforcement, and education are the potential tools in the toolbox.

Vision Zero originated in Sweden in 1997. The data from Sweden shows that Vision Zero works: pedestrian fatalities have fallen by almost half in the past five years. Washington state—which was the first state in the U.S. to adopt a goal of Vision Zero—went from having the 11th highest traffic fatality rate in 2005 to the 8th lowest in 2021.<sup>3</sup>

Three U.S. states (WA, NC, and ND) and numerous American cities and counties are also pursuing Vision Zero, including Anne Arundel, Baltimore, and Montgomery Counties and the cities of Rockville and Salisbury.

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<sup>1</sup> Maryland Highway Safety Office. <https://zerodeathsmd.gov/highway-safety-office/>

<sup>2</sup> Governors Highway Safety Association, 2022 data.

<sup>3</sup> National Safety Council

# **HB0344\_FAV\_City of Rockville\_Trans. - Vision Zero**

Uploaded by: Marissa Valeri

Position: FAV



**Testimony of the Mayor and Council of Rockville  
HB 344 – Transportation – Vision Zero Advisory Commission –  
Establishment  
SUPPORT**

Good afternoon, Chairman Korman and members of the House Environment and Transportation Committee. I'm Marissa Valeri, Rockville City Councilmember and I thank you for this opportunity. On behalf of the Mayor and Council, I want to thank Delegate Palakovich Carr for sponsoring this critically important legislation.

The Mayor and Council unanimously support HB 344. This legislation aligns with Rockville's Vision Zero program to eliminate traffic fatalities and severe injuries by 2030, while increasing safe, healthy, and fair mobility for all.

A Vision Zero Advisory Commission composed of transportation, public health, and safety professionals will be a valued asset for Maryland's Vision Zero program. This Commission will be able to provide direct guidance to the Governor and State agencies regarding who to best implement Vision Zero, including identifying roadway safety priorities, identifying laws and policies that obstruct transportation safety, and providing an additional review of the Pedestrian and Bicyclists Fatalities Infrastructure Review reports. This commission will benefit from the insight of its participants as well as having access to statewide sources of information to comprehensively evaluate the state's Vision Zero program progress.

In Rockville, most streets included in our Vision Zero High Injury Network are state roadways and all efforts to advance the state's Vision Zero program also advance our own program.

Similar to the proposed legislation, our Department of Public Works staff provides updates and consults with the Rockville Transportation and Mobility Commission, the Rockville Pedestrian Advocacy Committee, and the Rockville Bicycle Advisory Committee. These groups provide unique insight and recommendations regarding the city's roadway improvements and the lived experience in Rockville, leading to a more robust and effective Vision Zero program. We expect a similar outcome from the proposed statewide Vision Zero Advisory Commission.

HB 344 is an important step forward, which will help the state meet its own Vision Zero goals and eliminate fatalities and serious injuries from traffic crashes. We urge the Committee to provide HB 344 with a favorable report. Thank You.

**2024-HB 344-VZ-FAV.pdf**

Uploaded by: Nicholas Marks

Position: FAV



HB 344: Transportation - Vision Zero Advisory Commission - Establishment  
House Environment and Transportation Committee  
Terps For Bike Lanes – FAVORABLE

February 1, 2024

Chair Korman and Committee Members,

I am writing to express Terps For Bike Lanes's strong support for the establishment of the Vision Zero Advisory Commission. Our advocacy efforts encompass several areas, including the establishment of new bike lanes and paths, the enhancement and maintenance of existing bike facilities, and the development of bike infrastructure in areas where it is currently insufficient or absent. To drive these improvements, our organization actively engages with key stakeholders, including students, the University of Maryland Department of Transportation Services (DOTS), Facilities Management (FM), and the City of College Park. As an organization dedicated to promoting the safety and well-being of all road users, we believe that this initiative is a crucial step towards achieving the goal of zero vehicle-related deaths or serious injuries on our roadways.

The Vision Zero Advisory Commission's mandate to develop strategies aimed at making roadways safer for drivers, passengers of motor vehicles, bicyclists, and pedestrians aligns perfectly with our mission. The current road safety landscape demands comprehensive and collaborative efforts to address the increasing number of accidents and fatalities. By bringing together experts and stakeholders, the Commission can play a pivotal role in formulating effective strategies that cater to the diverse needs of all road users.

The requirement for the Commission to advise the Department on best practices is particularly commendable. Drawing on the collective expertise of the Commission members will undoubtedly lead to the identification and dissemination of innovative solutions. This approach not only enhances road safety but also promotes a culture of continuous improvement, ensuring that we stay abreast of the latest advancements in transportation safety. Moreover, the stipulation that the Department report to the Governor and General Assembly annually on the status of Vision Zero and the recommendations of the Commission is a testament to the accountability and transparency embedded in this proposal. Regular reporting will enable all stakeholders, including the public, to track progress and hold the responsible parties accountable for the implementation of recommendations.

The Vision Zero law was enacted by the General Assembly of Maryland in 2019 and subsequently signed into law by Governor Larry Hogan. Despite these measures, Maryland witnessed a concerning trend in road fatalities, with 574 deaths in 2020, including 129 pedestrians and 15 bicyclists. The following years showed minimal improvement, with 563 fatalities in 2021, 566 in 2022, and a notable increase to 601 in 2023, with 155 pedestrian casualties and 15 bicyclists among them. Regrettably, Maryland has yet to fulfill its Vision Zero pledge, showing no signs of progress.

We believe that the establishment of the Vision Zero Advisory Commission is a proactive, overdue, and necessary measure to address the urgent challenges our communities face regarding road safety. By working collaboratively, we can strive towards the ambitious goal of zero vehicle-related deaths or serious injuries. We urge you to consider our endorsement and support the implementation of this crucial initiative. Thank you for your attention to this matter. Terps For Bike Lanes looks forward to witnessing the positive impact of the Vision Zero Advisory Commission on the safety and well-being of all road users. We urge a Favorable committee report on this legislation and encourage the House to pass it on the floor. Thank you for the opportunity to testify.

Sincerely,

Nicholas Marks

President, Terps For Bike Lanes

[terps4bikelanes@gmail.com](mailto:terps4bikelanes@gmail.com)

# **WABA, BikeAAA-2024-HB344-VZ Advisory Commission-FA**

Uploaded by: Peter Gray

Position: FAV



HB 344

HB 344: Transportation - Vision Zero Advisory Commission - Establishment  
House Environment and Transportation Committee  
Washington Area Bicyclist Association & Bicycle Advocates for Annapolis and  
Anne Arundel County – FAVORABLE

February 8, 2024

Chair Korman and Committee Members,

**The Washington Area Bicyclist Association (WABA) and the Bicycle Advocates for Annapolis and Anne Arundel County ( BikeAAA) support the establishment of a Maryland Vision Zero Advisory Commission, via HB 344, as well as the bill's advisory and reporting provisions, as an important step toward the state's Vision Zero goal of roadway fatalities and serious injuries by 2030.**

The General Assembly passed Maryland's Vision Zero law in 2019, and then Governor Larry Hogan signed it into law. The next year, in 2020, Maryland experienced 574 road deaths including 129 pedestrians and 15 bicyclists. We experienced 563 fatalities in 2021, 566 in 2022, and 601 in 2023, including 155 pedestrians and, again, 15 bicyclists.

**Maryland is not meeting our state's Vision Zero commitment. We have made no progress.**

The commission would include a wide range of officials, experts, and advocates from around the state, to advise the governor and state agencies on Vision Zero implementation and on policies, programs, services, and priorities. It would identify state and local laws, policies, and regulations that hinder progress. These and other provisions are appropriate, and we particularly appreciate HB 344's inclusion of representatives of bicycling and pedestrian advocacy organizations and an organization that advocates for people with disabilities.

WABA and Bike AAA urge a Favorable HB 344 committee report and General Assembly enactment.

Thank you for the opportunity to testify on this legislation.

Peter Gray, WABA Montgomery County Organizer  
peter@waba.org



**HB 344\_MAA\_FAV.pdf**

Uploaded by: Rachel Clark

Position: FAV

CHAIRMAN:  
Jeff Graf  
VICE CHAIRMAN  
David Slaughter

**MARYLAND ASPHALT ASSOCIATION**



TREASURER:  
Paul Bramble  
SECRETARY:  
Curtis Hall  
PRESIDENT:  
Tim Smith

February 8, 2024

Delegate Marc Korman, Chair  
House Environment and Transportation Committee  
251 House Office Building  
Annapolis, MD 21401

**RE: HB 344 – FAVORABLE – Vision Zero Advisory Commission – Establishment**

Dear Chair Korman and Members of the Committee:

The Maryland Asphalt Association (MAA) is comprised of 19 producer members representing more than 48 production facilities, 25 contractor members, 25 consulting engineer firms, and 41 other associate members. MAA works proactively 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.

House Bill 344 establishes the Vision Zero Advisory Commission, which is aimed at developing strategies to enhance road safety, with the ultimate goal of eliminating all vehicle-related deaths by 2030. The Vision Zero Advisory Commission will be responsible for advising the Maryland Department of Transportation on the proper implementation of Vision Zero, as well as providing annual reports with its status, findings, and recommendations.

MAA steadfastly supports this legislation as a course of action to enhance road safety. The Vision Zero Advisory Commission reflects a proactive and comprehensive approach to address the challenges associated with traffic-related incidents, and will ultimately assist in realizing Vision Zero by 2030. As consistently engaged advocates of road safety, the Maryland Asphalt Association respectfully requests to be included as a member of the Commission.

We appreciate you taking the time to consider our request for a **FAVORABLE** report on House Bill 344.

Sincerely,

Tim E. Smith, P.E.  
President  
Maryland Asphalt Association

**HB 344\_MTBMA\_FAV.pdf**

Uploaded by: Rachel Clark

Position: FAV



February 8, 2024

Delegate Marc Korman, Chair  
House Environment and Transportation Committee  
251 House Office Building  
Annapolis, MD 21401

**RE: HB 344 – FAVORABLE – Vision Zero Advisory Commission – Establishment**

Dear Chair Korman and Members of the 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.

House Bill 344 establishes the Vision Zero Advisory Commission, which is aimed at developing strategies to enhance road safety, with the ultimate goal of eliminating all vehicle-related deaths by 2030. The Vision Zero Advisory Commission will be responsible for advising the Maryland Department of Transportation on the proper implementation of Vision Zero, as well as providing annual reports with its status, findings, and recommendations.

MTBMA steadfastly supports this legislation as a course of action to enhance road safety. The Vision Zero Advisory Commission reflects a proactive and comprehensive approach to address the challenges associated with traffic-related incidents, and will ultimately assist in realizing Vision Zero by 2030. As consistently engaged advocates of road safety, the Maryland Transportation Builders and Materials Association respectfully requests to be included as a member of the Commission.

We appreciate you taking the time to consider our request for a **FAVORABLE** report on House Bill 344.

Thank you,

A handwritten signature in black ink, appearing to read "Michael Sakata", is written over a white background.

Michael Sakata  
President and CEO  
Maryland Transportation Builders and Materials Association

**HB0344-ET\_MACo\_SUP.pdf**

Uploaded by: Sarah Sample

Position: FAV



## House Bill 344

### *Transportation – Vision Zero Advisory Commission - Establishment*

MACo Position: **SUPPORT**

To: Environment and Transportation  
Committee

Date: February 8, 2024

From: Sarah Sample

The Maryland Association of Counties (MACo) **SUPPORTS** HB 344. This bill establishes the Vision Zero Advisory Commission to reduce the number of vehicle-related deaths by making roadways safer for all residents regardless of transportation mode.

Vision Zero projects require a substantial commitment from local jurisdictions in both time and money. This is an undertaking that counties do not take lightly, and where many are already making significant investments. Additionally, these cross-departmental and cross-jurisdictional projects demand constant collaboration and coordination. Counties recognize and appreciate the inclusion of local officials and experts on the Commission established by HB 344 and look forward to engaging productively. Making roadways safer for vehicles, pedestrians, bicyclists, and more will bring about greater transportation equity and mobility access for all residents.

A larger collaboration between state and local officials, with the diversity of representation outlined in the bill, will undoubtedly enable all stakeholders in the effort to reduce vehicle-related deaths across Maryland. For this reason, MACo **SUPPORTS** HB 344 and urges a **FAVORABLE** report.

# **HB0344 Vision Zero Advisory Committee - FBC FAVORA**

Uploaded by: Shayne Boucher

Position: FAV



## HB0344 –Vision Zero Advisory Commission House Environment & Transportation Committee

February 8, 2024

Tom Rinker, President  
Frederick Bicycle Coalition  
[president@bikefrederick.org](mailto:president@bikefrederick.org)

### Position: FAVORABLE

Greetings Chair and Members of the Committee

[Frederick Bicycle Coalition](#) represents a broad spectrum 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 Frederick County. We have over 1,700 followers on Facebook.

The Frederick Bicycle Coalition supports the establishment of a Maryland Vision Zero Advisory Commission, via HB 344, as well as the bill's advisory and reporting provisions, as an important step toward the state's Vision Zero goal of roadway fatalities and serious injuries by 2030.

The General Assembly passed Maryland's Vision Zero law in 2019, and then Governor Larry Hogan signed it into law. The next year, in 2020, Maryland experienced 574 road deaths including 129 pedestrians and 15 bicyclists. We experienced 563 fatalities in 2021, 566 in 2022, and 601 in 2023, including 155 pedestrians and, again, 15 bicyclists.

Maryland is not meeting our state's Vision Zero commitment. We have made no progress.

The commission would include a wide range of officials, experts, and advocates from around the state, to advise the governor and state agencies on Vision Zero implementation and on policies, programs, services, and priorities. It would identify state and local laws, policies, and regulations that hinder progress. These and other provisions are appropriate, and we particularly appreciate HB 344's inclusion of representatives of bicycling and pedestrian advocacy organizations and an organization that advocates for people with disabilities.

Thank you for the opportunity to testify on this legislation.

Frederick Bicycle Coalition urges a FAVORABLE HB0344 committee report and General Assembly enactment.



# **DRM-Testimony-HB344.SB345-VisionZero-FAVwAmendment**

Uploaded by: Gabriel Rubinstein

Position: FWA

**ENVIRONMENT & TRANSPORTATION COMMITTEE**  
**House Bill 344:**  
**Transportation – Vision Zero Advisory Commission – Establishment**

**Date: February 8, 2024**

**Position: Support with Amendment**

Thank you to Chair Korman and the Committee Members for the opportunity to provide testimony today. Disability Rights Maryland (“DRM,” formerly known as the Maryland Disability Law Center, MDLC) is Maryland’s designated Protection & Advocacy agency, which is part of a nationwide network of organizations established by Congress to protect and advance the rights of people with disabilities.

HB 344 aims to make our roads safer for everyone who uses them, regardless of their mode of transportation. This is a critical issue: in 2022, 564 people were killed in crashes in Maryland. Of these fatalities, 62% were motorists, 23% were pedestrians, 13% were motorcyclists, and 2% were bicyclists.<sup>1</sup> Nationally, pedestrian fatalities are growing relative to other traffic deaths. From 2010 to 2021, pedestrian fatalities increased by 77 percent.<sup>2</sup> In Maryland, there were 2.16 pedestrian fatalities per 100,000 people in 2021; this is a fatality rate that is higher than two-thirds of other states. An estimated 92% of pedestrian-involved crashes in Maryland result in injury or death.<sup>1</sup>

Pedestrian fatalities are even more likely when the pedestrian is a person with a disability, which is consistently shown in studies. Persons who use wheelchairs experience substantial pedestrian mortality disparities.<sup>3</sup> When there is poor pedestrian infrastructure or infrastructure is poorly adapted to people with mobility impairments, people who use wheelchairs often are forced to use the streets, or are otherwise exposed to greater risk. Further, pedestrians who have sensory, developmental, cognitive, or physical impairments all have increased risk of fatalities caused by vehicles.<sup>4</sup>

Rather than continue to accept the status quo that traffic deaths are inevitable, HB 344 challenges traffic engineers, planners, law enforcement, and others to view traffic deaths as preventable and to plan roads that account for failures in human behavior. The goals of HB 344

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<sup>1</sup> Maryland Highway Safety Office, available at <https://zerodeathsmd.gov/highway-safety-office/>,

<sup>2</sup> Governors Highway Safety Association, 2022 data.

<sup>3</sup> See John D. Kraemer and Connor S. Benton, *Disparities in road crash mortality among pedestrians using wheelchairs in the USA: results of a capture–recapture analysis*, National Library of Medicine, National Center for Biotechnology Information (2015), available at [https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4654303/#:~:text=This%20study%20found%20that%2C%20from,risk%20\(p%3C0.001\).](https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4654303/#:~:text=This%20study%20found%20that%2C%20from,risk%20(p%3C0.001).)

<sup>4</sup> *Id.*

can be accomplished by a variety of means, depending on local conditions, resources, and needs. Combinations of engineering, enforcement, and education are the potential tools the commission will have in its the toolbox.

This bill establishes a Vision Zero Advisory Commission to advise the Governor and state agencies on traffic safety for pedestrians, bicyclists, and motorists. Additionally, the commission will include a representative from the Maryland Department of Disabilities, as well as an individual from an organization who advocates for people with disabilities. These appointments will increase the likelihood that the commission's decisions will consider the higher risks of pedestrian fatalities for people with disabilities, and how we can best address these concerns. Any findings and recommendations from the commission will be published in the Maryland Department of Transportation's Vision Zero report, which is required by current law to be published annually. We believe HB 334 will be a major step in our goal of ending pedestrian and vehicle accidents and deaths.

We note one requested amendment: The bill should include disability in reference to the makeup of the commission membership in section 8-1008(E): TO THE EXTENT PRACTICABLE, THE MEMBERSHIP OF THE COMMISSION SHALL REFLECT THE RACIAL, ETHNIC, GEOGRAPHIC, GENDER, **DISABILITY**, AND ECONOMIC DIVERSITY OF THE STATE.

**For these reasons, DRM supports House Bill 344 with the requested amendment.**

Respectfully,  
Gabriel H. Rubinstein, Esq.  
Assistant Managing Attorney  
Disability Rights Maryland  
1500 Union Ave., Suite 2000  
Baltimore, MD 21211  
Direct: 443-692-2483  
[GabrielR@DisabilityRightsMD.org](mailto:GabrielR@DisabilityRightsMD.org)

**HB0344.pdf**

Uploaded by: Suzanne Duffy

Position: UNF

Another UN bad and dangerous overreach bill being imposed on Marylanders- HB0344. Please do your homework and look into all of the Agenda20, Agenda2030, Agenda 2040 and UN CLEI Global governance agendas. **Another bill that NO one has asked for.** The Vision Zero Network is a fiscally sponsored (have you looked at this awful list of so called sponsors?) project of [Community Initiatives](#)

Their “projects”- “Community Initiatives’ portfolio of projects range in size and serve a variety of causes, including social justice, the environment, animal rights, education, youth development, capacity building, health & wellness, philanthropy, the arts, and human services.”

Do Marylanders really want social justice-health-animal-envirom warriors imposing their lack of principles on keeping the rest of us “SAFE”, that would be a big NO THANKS.

What we all must ask each time we read one of these WEF / UN Agenda bills:

- What is the incentive?
- Why push a bill or action that NO person in Maryland asked for or requested?
- Where is the money to fund this agenda coming from?
- Is it federally based or funded? Or is it bigger than that? see above for the 3 letter global bullies and civilian menaces
- Are Federal or WEF/UN grants involved?
- Are these funds/grants disclosed in the budget?
- What are the performance obligations?
- What conditions are being imposed?
- 
- HOW much will this cost each individual of Maryland in time, labor and money?

My personal favorite, if California and New York are doing it, is to run in the opposite direction.

In the end, none of these so-called do-gooders are actually doing any good. IMHO I'd be following the money trail. These PPP's will be the death of our God given right that are protected by the Maryland and United States Constitution. For anyone in the back row who doesn't know what PPPs are: [Public-Private Partnerships \(PPPs\)](#)

LINK: <https://www.investopedia.com/terms/p/public-private-partnerships.asp>

I become more and more concerned as a citizen of Maryland. All of this is death by a thousand cuts. How many of us left Maryland last year? How many will leave this year? How will anyone in the once Free and Beautiful state be able to retire here?

We have been named, “Little California”, another state good people are fleeing from. Please SAY NO to this very bad bill. Thank you, Suzanne Price, Anne Arundel Co.

# **HB0344 - MVA – Transportation - Vision Zero Adviso**

Uploaded by: Patricia Westervelt

Position: INFO

February 8, 2024

The Honorable Marc Korman  
Chair, House Environment and Transportation Committee  
251 House Office Building  
Annapolis MD 21401

***RE: Letter of Information – House Bill 344 – Transportation - Vision Zero Advisory  
Commission - Establishment***

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) offers the following information on House Bill 344 for the Committee's Consideration.

House Bill 344 seeks to establish a Vision Zero Advisory Commission to provide feedback to MDOT on its vision zero goal. It further requires an annual report to the General Assembly on the status of Vision Zero along with the recommendations from the Commission.

The MDOT supports the Vision Zero strategy through the Strategic Highway Safety Plan, a statewide, coordinated, comprehensive plan to reduce highway fatalities and serious injuries on all public streets and highways. It establishes overall goals and objectives, as well as strategies within each of six emphasis areas (EAs), including speeding and aggressive driving, distracted driving, impaired driving, occupant protection, pedestrian and bicyclist safety, and highway infrastructure.

The Strategic Highway Safety Plan (SHSP) is required as a component of Congress' Transportation funding bill (currently the Infrastructure Investment and Jobs Act - IIJA). The fatality and serious injury goals and their interim targets are aligned with those reported to the National Highway Transportation Safety Administration (NHTSA) through the Highway Safety Plan, and to the Federal Highway Administration through the Highway Safety Improvement Plan. These plans outline the projects and programs Maryland will utilize to improve highway safety. The Federal Highway Administration requires the reporting of the number of fatalities, the fatality rate, the number of serious injuries, the serious injury rate, and the total number of non-motorized fatalities and serious injuries. These metrics serve as the performance measures used to track the State's progress. The current implementation of the SHSP began January 1, 2021, and continues through December 31, 2025.

Led by an Executive Council consisting of leadership from multiple state agencies, the SHSP focuses on strategies and actions to help Maryland reach zero fatalities by 2030. State agencies that make up the Executive Committee include: the Maryland Department of Transportation, the Motor Vehicle Administration (MVA), Maryland Transportation Authority (MDTA), and State Highway Administration (SHA), the Maryland State Police (MSP), the Maryland Institute for Emergency Medical Services Systems (MIEMSS), the Maryland Department of Health (MDH), and the Maryland Department of Information Technology (MDoIT)

The Honorable Marc Korman  
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The Executive Council is tasked with the development and implementation of the SHSP and is responsible for day-to-day SHSP leadership, administration, and coordination. The Executive Council considers a variety of key factors to determine the emphasis areas and strategies that will prevent casualties on our roadways. In cooperation with a steering committee, EA team leaders and their members, the Executive Council shares the responsibility of meeting and exceeding prescribed performance targets.

The SHSP Executive Council and Maryland Highway Safety Office (MHSO) management monitor output measures (the extent to which SHSP strategies and actions are implemented) and outcome measures (the degree to which SHSP strategies and activities contribute to reducing fatalities and serious injuries, improve road user safety attitudes and behaviors). Together they track these measures and report results to agency leaders, safety stakeholders, and policy makers. If the EAs do not make progress or meet goals, the Executive Council will examine the process and reconsider the EA action plan. Equipped with these measures, Maryland can direct resources and efforts to the most critical issues and strengthen the most effective prevention strategies.

Maryland's SHSP Executive Council conducts an annual review of the SHSP to monitor implementation, prioritize or re-prioritize strategies and action steps, and ensure the timeliness, accuracy, completeness, uniformity, integration, and accessibility of traffic data. The annual review monitors progress toward FHWA's Safety Performance Measures (number of fatalities, fatality rates, serious injury counts, serious injury rates, and non-motorized fatalities and serious injury counts in Maryland). The SHSP Executive Council will solicit support to produce the next iteration of the SHSP (2026-2030) in late 2024.

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating House Bill 344.

Respectfully submitted,

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