



March 3, 2026

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

HB 1421 – Task Force to Study Pedestrian and Bicyclist Injuries and Fatalities

POSITION: Unfavorable

Dear Chair Korman and Committee Members:

My name is Nigel Samaroo, and I am submitting this testimony on behalf of Bike Maryland and a statewide coalition of advocates **in strong opposition of House Bill 1421 – Task Force to Study Pedestrian and Bicyclist Injuries and Fatalities.**

We feel there isn't a need for yet another study. There are many publications that exist that have the recommendations reported in them. Two such publications are the *Dangerous by Design 2024* by Smart Growth America [1], and the report *Beyond Blame: How Cities Can Learn from Crashes to Create Safer Streets Today* by Strong Towns [2]. Analysis of decades of data by organizations along with these publications demonstrate there isn't a need for a task force and another study. What we feel is needed is to act on the recommendations that already exist.

The Maryland Department of Transportation (MDOT) already has a wide range of policies, programs and task groups that utilize data-driven approaches to improve safety of pedestrians and bicyclists. They cover the "E's" - Engineering, Education, Enforcement, Emergency Management. Among MDOT's programs are Vision Zero, Complete Streets, Pedestrian Safety Action Plan, Maryland Highway Safety Office Pedestrian/Bicycle Area Emphasis Team, Look Alive Campaign, Micromobility Task Force and the Maryland Bicycle and Pedestrian Advisory Committee (MBPAC) created by the legislature.

The proposed bill places disproportionate responsibility on the vulnerable, without consideration for driver behavior.

Other countries have managed to make their roads safer through the utilization of changes in road design that lower a vehicle's speed. Higher speeds lead to severe injuries and death from crashes. Lowering speeds in areas where cars and vulnerable roads users interact reduce the severity of crashes resulting in fewer fatalities. Through the use of road design, a road system that is less deadly can be created, this is one of the core principles of Vision Zero [3].

Bike Maryland and the coalition of advocates listed below urge the Committee to return an **UNFAVORABLE** report on HB1421.

Thank you for your consideration,
Nigel Samaroo, MPH
Board of Directors, Bike Maryland

Baltimoreans for People Oriented Places (BaltPOP)
Bicycle Advocates for Annapolis & Anne Arundel County (BikeAAA)
Bike Harford
Bike Maryland
Bikemore
Bike HoCo
Frederick Bicycle Coalition
Maryland Eastern Shore Trail Network
Washington Area Bicyclist Association (WABA)

References:

[1] Smart Growth America. *Dangerous by Design 2024*. May 2024.

<https://www.smartgrowthamerica.org/signature-reports/dangerous-by-design/>

[2] Strong Towns. *Beyond Blame: How Cities Can Learn From Crashes To Create Safer Streets Today* by Strong Towns. October 2024. [https://actionlab.strongtowns.org/hc/en-](https://actionlab.strongtowns.org/hc/en-us/articles/32317922505108-Crash-Analysis-Studio-Report-Beyond-Blame-How-Cities-Can-Learn-from-Crashes-to-Crete-Safer-Streets-Today)

[us/articles/32317922505108-Crash-Analysis-Studio-Report-Beyond-Blame-How-Cities-Can-Learn-from-Crashes-to-Crete-Safer-Streets-Today](https://actionlab.strongtowns.org/hc/en-us/articles/32317922505108-Crash-Analysis-Studio-Report-Beyond-Blame-How-Cities-Can-Learn-from-Crashes-to-Crete-Safer-Streets-Today)

[3] Vision Zero Network. "Fundamentals of the Safe System Approach". March 27, 2023.

<https://visionzeronetork.org/fundamentals-of-the-safe-system-approach/>