
March 5, 2026

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

RE: Letter of Information – House Bill 1421 – Task Force to Study Pedestrian and Bicyclist Injuries and Fatalities

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 1421 and offers the following information for the Committee’s consideration.

HB 1421 would establish a Task Force to Study Pedestrian and Bicyclist Injuries and Fatalities in Maryland. The task force would be required to report its findings and recommendations to the Governor and the General Assembly on or before October 1, 2027.

In alignment with the State’s Vision Zero plan, the State Highway Administration (SHA) shares the goal of reducing pedestrian and bicyclist injuries and fatalities on Maryland roadways. Safety is SHA’s number one priority, and we welcome the bill sponsors’ engagement on the important issue of protecting our vulnerable road users. A core principle of the Safe System Approach is that humans make mistakes; therefore, to mitigate safety risks, we need to design a multi-layered transportation system that anticipates potential mistakes and prevents fatal and serious injuries.

There are several existing working groups and public bodies defined in State law that may meet the intent of the HB 1421, included the Vision Zero Committee and the Maryland Bicycle and Pedestrian Advisory Committee (MBPAC). Additionally, MDOT is required to review every pedestrian and bicyclist fatality on State roadways and to publish these reviews online.

Maryland’s Vision Zero initiative – the statewide commitment to eliminating all traffic fatalities and severe injuries by 2030 – was established to address the systemic safety challenges that HB 1421 seeks to examine. The Vision Zero Committee analyzes pedestrian and bicycle crash data, identifies high risk corridors, advises on the development of countermeasures, and reviews the circumstances that lead to each bicyclist and pedestrian fatality on State roadways. The committee convenes quarterly, and the next meeting is scheduled for April 16, 2026.

SHA is also required to publish the Vulnerable Road User Safety Assessment, which follows the requirements of 23 U.S.C. 148. This report is developed through a statewide data-driven approach and includes an extensive public engagement process. Further, it should be noted that the SHA invests in grassroots outreach, public relations, and marketing strategies to remind motorists of the presence of pedestrians and bicyclists on our highway system and encourage vulnerable users to stay visible and vigilant. In addition, the MBPAC advises State government agencies on issues directly

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related to bicycling and pedestrian activity including funding, public awareness, safety, and education.

Since similar public bodies already exist in law, assigning the same work to a new, parallel body in HB 1421 risks duplicating efforts, dividing resources, and creating inconsistency in findings and recommendations. Furthermore, many of the stakeholders and agency representatives proposed as members of the bill's Task Force already participate in the Vision Zero Committee.

The Maryland Department of Transportation respectfully requests the Committee consider this information during its deliberation of House Bill 1421.

Respectfully submitted,

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