

# **HB1504\_Healey\_FAV**

Uploaded by: Delegate Healey Delegate Healey

Position: FAV

ANNE HEALEY  
Legislative District 22  
Prince George's County

*Chair*  
Rules and Executive  
Nominations Committee

Environment and Transportation  
Committee

*Chair*  
Local Government and  
Bi-County Agencies Subcommittee



THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

*Annapolis Office*  
The Maryland House of Delegates  
6 Bladen Street, Room 361  
Annapolis, Maryland 21401  
301-858-3961 · 410-841-3961  
800-492-7122 Ext. 3961  
Fax 301-858-3223 · 410-841-3223  
Anne.Healey@house.state.md.us

## **Testimony in Support of HB 1504 – Highways – Sidewalks and Bicycle Pathways – Construction and Reconstruction March 12, 2026**

Chair Korman and Colleagues of this Committee,

For the record, I am Delegate Anne Healey, seeking a favorable report on HB 1504 - Highways - Sidewalks and Bicycle Pathways - Construction and Reconstruction.

HB 1504 prioritizes funding for the construction or reconstruction of sidewalks and bicycle pathways adjacent to highways that are subject to a Complete Streets policy or similar Vision Zero program.

This bill passed unanimously out of this committee and both chambers last session and I am working with the SHA to address their concerns.

For these reasons, we respectfully request a favorable report on HB 1504.

**P HB1504 Sidewalks and Bicycle Paths.pdf**

Uploaded by: Mindy Badin

Position: FAV

## **Please Support House Bill 1504 Highways - Sidewalks and Bicycle Pathways - Construction and Reconstruction**

March 12, 2026

To:

Honorable Delegate Marc Korman, Chair  
Honorable Delegate Michele Guyton, Vice Chair  
Environment and Transportation Committee  
Taylor House Office Building, Room 250  
Annapolis, MD 21401

From:

Mindy Badin  
4212 Charley Forest Street  
Olney, MD 20832  
minbadoo1@yahoo.com

Dear Chair Korman, Vice Chair Guyton, and Members of the Committee:

I am writing to express my support for House Bill 1504, which supports the construction and reconstruction of sidewalks and bicycle pathways across Maryland.

In 2025 in Maryland, 106 pedestrians and bicyclists lost their lives on our roadways. This number has decreased considerably since 2023, but more work needs to be done to protect vulnerable road users.

House Bill 1504 will prioritize funding for sidewalks and bicycle paths on roads subject to Complete Streets or Vision Zero policies. A modern transportation system includes safe, accessible infrastructure for people who walk, bike, or roll. Pedestrians and bicyclists are among the most vulnerable road users, and improving infrastructure is one of the most effective ways to reduce injuries and fatalities while expanding mobility options.

I have a daughter who lives in Bend, Oregon. Long before I became an advocate for pedestrian safety, I was impressed at how that city protects vulnerable road users. Bend has adopted a transportation strategy that prioritizes safe routes for walking and biking throughout the city. Bend experienced a marked increase in bicycle and pedestrian traffic after improvements were made, demonstrating that when safe infrastructure is available, more people choose to walk or bike.

Prioritizing sidewalks and bicycle pathways during roadway construction and reconstruction projects will be more cost effective than performing a later retrofit. Safe sidewalks and bicycle pathways are fundamental public infrastructure, and Maryland can ensure that transportation investments work for everyone. Maryland House Bill 1504 will help create safer, more connected communities across Maryland.

I urge this committee to submit a favorable report for HB1504. Thank you.

Sincerely,

Mindy Badin

# **HB 1504, Support, Weiss.pdf**

Uploaded by: Ron Weiss

Position: FAV

## **Support for HB 1504 - Highways - Sidewalks and Bicycle Pathways - Construction and Reconstruction**

Chair Korman, Vice Chair Guyton, and Members of the Committee,

I'm Ron Weiss, a Fort Washington resident and member of the MD 210 Traffic Safety Committee. I respectfully urge a favorable report on HB 1504.

HB 1504 is a practical way to make Maryland's transportation funding better match Maryland's safety commitments. When a state highway corridor is already recognized as a Complete Streets, Vision Zero, or multimodal safety priority, sidewalks and bicycle facilities should not be treated as optional extras. HB 1504 helps move those improvements higher on the list where they belong. HB 1504 would require the State Highway Administration to prioritize requests for sidewalk and bicycle pathway funding on roads that are already part of these safety-oriented programs.

MD 210 in Prince George's County shows why this bill is needed.

MD 210 is a major state highway used every day by commuters, transit riders, students, workers, and residents. But in too many places, people who are walking or biking still face disconnected facilities, dangerous gaps, and only intermittent paint-protected bicycle space instead of continuous, protected infrastructure. That leaves vulnerable road users exposed on a corridor where safety should already be a top priority.

The State's own MD 210 Pedestrian and Bicycle Connectivity Project confirms the need. SHA has described it as a multi-phase effort aligned with Maryland's Vision Zero and Complete Streets goals, but the work is still advancing in limited phases rather than as a fully funded corridor-wide buildout. Current regional transportation programming reflects funding for only a limited phase, not complete corridor design and construction.

That is the problem HB 1504 begins to address.

Communities along MD 210 should not have to wait through years of study, phased design, and piecemeal implementation before they get basic safety infrastructure. Families do not travel in phases. Students, bus riders, pedestrians, and cyclists need connected sidewalks and safe bike facilities now. Prioritizing these projects earlier in the funding process can help close the gap between planning and real-world safety improvements.

For Prince George's County, this bill would strengthen the case for long-overdue investments on corridors like MD 210, where incomplete pedestrian and bicycle connections continue to put residents at risk. It would help ensure that when the State has already identified a corridor as a safety priority, funding decisions reflect that priority.

HB 1504 is an important step toward safer state highways and more complete transportation networks.

I respectfully request a favorable report.

**Ron Weiss**

Fort Washington, Maryland

MD 210 Traffic Safety Committee Founding Member

# **3-12-2026 Favorable HB 1504 Highways - Sidewalks a**

Uploaded by: Ronza Othman

Position: FAV



*Live the life you want.*

From: Ronza Othman, President  
National Federation of the Blind of Maryland  
15 Charles Plaza, #3002  
Baltimore, MD 21201 [president@nfbmd.org](mailto:president@nfbmd.org)

To: House Environment and Transportation Committee

The members of the National Federation of the Blind of Maryland urge the House Environment and Transportation Committee to give a favorable report to HB1504 - Highways - Sidewalks and Bicycle Pathways - Construction and Reconstruction. This bill would require the State Highway Administration to prioritize funding for the construction and reconstruction of sidewalks and bicycle pathways to sidewalks and bicycle pathways that are, or are adjacent to highways that are, subject to a complete streets policy or another similar Vision Zero program; require a local government to request certain funding from the Department of Transportation; and authorize certain State funding for the construction or reconstruction of sidewalks or bicycle pathways.

Too many highways and other roadways that have significant pedestrian traffic in Maryland do not have sidewalks. This is a hazard to blind and low-vision pedestrians in particular, since walking in the roadway puts us in much greater danger of being in or veering into the path of traffic. Furthermore, navigating the shoulder of a highway can in and of itself be a traffic violation subjecting blind pedestrians to potential citation or claims of negligence if we are, through no fault of our own, not on a clearly marked path for pedestrian traffic.

For these reasons, we ask for a favorable report on HB1504. For questions, please contact me at [President@nfbmd.org](mailto:President@nfbmd.org) or at 443-426-4110.

# **HB1504 - LOSwA - SHA - Highways - Sidewalks and Bi**

Uploaded by: Patricia Westervelt

Position: FWA

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March 12, 2026

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

***RE: Letter of Support with Amendment – House Bill 1504 – Highways – Sidewalks and Bicycle Pathways – Construction and Reconstruction***

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) supports House Bill 1504 with an amendment and offers the following information for the Committee's consideration.

HB 1504 requires the State Highway Administration (SHA) to prioritize funding for the construction and reconstruction of sidewalks and bicycle pathways that are, or are adjacent to, highways that are subject to a Complete Streets policy or a similar Vision Zero program. The bill also requires local governments, when submitting requests for sidewalk or bicycle pathways construction or reconstruction projects to the SHA, to make the requests in annual priority letters for MDOT's consideration for inclusion in the Consolidated Transportation Program (CTP).

The MDOT Complete Streets Initiative prioritizes safety for all road users and creates a balanced and sustainable transportation system for Maryland residents. Through the Pedestrian Safety Action Plan (PSAP), a part of the Complete Streets Initiative, the SHA is implementing meaningful context driven planning and design work to transform our State's most dangerous segments and make them safer for all road users. The improvements along these PSAP segments focus on pedestrian and bicyclist safety.

SHA's current process for prioritizing sidewalk construction focuses on segments on roadway identified in PSAP corridors as high risk. SHA has advanced planning and design work on all 23 high priority corridors identified in the PSAP. SHA recently published the updated Vulnerable Road User Safety Assessment that identified additional high-risk corridors across the State. Given the limited financial resources available, SHA takes a data-driven and safety-focused approach to prioritizing improvements for vulnerable road users across the highway system. SHA will continue to leverage this approach as locations where the construction or reconstruction of sidewalks are identified as a significant infrastructure need.

MDOT is supportive of most of the provisions included in HB 1504 – specifically, the language requiring local governments, when submitting requests for sidewalk or bicycle pathway construction or reconstruction projects to the SHA, to make these requests in the local government's annual CTP priority letter. However, the SHA respectfully requests that the language on page 3, lines 8 through 16, be struck from the bill. This language mandates that SHA prioritize funding for sidewalks and bicycle pathways that are subject to a complete streets policy or similar Vision Zero program. This language could be interpreted to require that SHA fund sidewalks ahead of other critical asset classes

The Honorable Marc Korman  
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that have significant state of good repair and safety needs. This would impede the SHA's ability to effectively manage and prioritize the safety of other asset classes.

The Maryland Department of Transportation looks forward to continued work with the sponsor on this bill and respectfully requests that the Committee issue HB 1504 a favorable report with the aforementioned amendment.

Respectfully submitted,

April Moeller  
Director of Government Affairs  
State Highway Administration  
410-210-5780

Matthew Mickler  
Director of Government Affairs  
Maryland Department of Transportation  
410-865-1090