



PEDESTRIAN AND BICYCLE SAFETY ASSESSMENT & LEGISLATION

PEDESTRIAN AND BICYCLE ASSESSMENT

- **NHTSA's Assessment Program provides support to State Highway Safety Offices**
- **A team of subject matter experts conducts a comprehensive review of a highway safety program area using an organized, objective approach and well-defined procedures that:**
 - Provide an overview of the program's current status;
 - Note the program's strengths and weaknesses; and
 - Provide recommendations for improvement.

PEDESTRIAN AND BICYCLE ASSESSMENT

- **February 2022**
 - Online questions were sent to partners
- **April 2022**
 - In person panel was brought in
- **October 2022**
 - Final Report Received

****Priority Recommendations are being provided****

PRIORITY RECOMMENDATIONS – PROGRAM MANAGEMENT

- **Increase coordination between Highway Safety Plan, Highway Safety Improvement Program and Secretary's Office on pedestrian/bicyclist safety projects**
- **Increase collaboration on application of the Highway Safety Program and Highway Safety Improvement Program funding to support a Safe System approach.**
- **Identify high-risk groups by crash and injury data trends and develop safety initiatives to reduce fatalities and injuries among these high-risk groups, including communities of interest.**
- **Educate law enforcement, prosecutors, and judiciary on the protective laws for non-motorists and on any identified needs for additional policy or law to support pedestrian and bicyclist safety.**

PRIORITY RECOMMENDATIONS - EDUCATION

- **Increase representation of various ethnicities, visually impaired, socioeconomically disadvantaged, mobility challenged, and other communities of interest to serve on focus groups and advise on education efforts**
- **Link crash data to identify areas of the state with the highest representation of the traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists with census**
- **Create a program that provides stipends or scholarships to assist people who cannot otherwise afford to participate in a driver education program to obtain this training**

PRIORITY RECOMMENDATIONS - ENFORCEMENT

- **Partner with law enforcement agencies and academies to develop, implement, and train officers on applicable laws and policies related to effective enforcement to improve the safety of people who walk and bike**
- **Create and distribute a compilation of best practices from around the state for training officers in effective enforcement specific to pedestrian and bicyclist safety**
- **Develop and implement an online or in-person pedestrian and bicycle enforcement and education training as a prerequisite to awarding pedestrian and bicyclist educational and enforcement grants, requiring officers to complete the training prior to participating in the grant-funded initiative**

PRIORITY RECOMMENDATIONS - ENGINEERING

- **Increase coordination between the Maryland Highway Safety Office (SHSO), Maryland Department of Transportation (MDOT), law enforcement, and public education partners to work together on road safety audits, in project and program evaluation, and in educating the public about new signals or infrastructure changes**
- **Develop a Pedestrian Design Guide or expand the pedestrian section in the Highway Design Guide to identify when it is advantageous to install a marked crosswalk**
- **Identify the appropriate traffic control for uncontrolled street crossings based on street widths, traffic volume, traffic speed, etc.**

PRIORITY RECOMMENDATIONS - ENGINEERING

- **Increase the application of safety treatments to improve the safety of people who walk, and bike as outlined in the Context Design Toolkit, including**
 - The use of flashing yellow arrows to change left-turns phasing to protected-only, and
 - The use of leading pedestrian intervals (LPI) or leading bicycle intervals (LBI) at traffic signals with high volumes of non-motorized traffic conflicting with high turning traffic volumes.
- **Improve coordination between transit and engineering for pedestrian safety and develop Safe Routes to Transit engineering and education programs**
- **Work with transit officials to determine if there is a link between pedestrian crashes and apply changes to access to/from transit if problems are identified**

PRIORITY RECOMMENDATIONS - ENGINEERING

- **Complete the Pedestrian Safety Action Plan (PSAP) that is currently in development and either include bicyclist safety measures in this plan or develop a Bicyclist Safety Action Plan (BSAP)**
- **Continue to update the Maryland Complete Streets Policy and encourage local agencies that have not adopted this or a similar policy to do so**
- **Implement additional equity measures into road safety audits and safety studies to ensure the needs of people who walk and bicycle, especially in underserved areas, are addressed**

PRIORITY RECOMMENDATIONS – EMERGENCY MEDICAL SERVICES

- **Identify the organization best positioned to serve as the home for a statewide Injury Surveillance System (ISS)**
 - Likely candidates would include the National Study Center, the Maryland State Police, or the Maryland Department of Health
 - Charge that lead group with building an ISS that can link the data to monitor trends, assist with strategic planning and use injury epidemiology to inform stakeholders in the bicyclist and pedestrian safety community

ZERODEATHSMD.GOV

https://zerodeathsmg.gov/road-safety/pedestrian-bicyclist-safety/



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SEARCH



ROAD SAFETY

HOW YOU CAN HELP

HIGHWAY SAFETY OFFICE

GRANTS

RESOURCES

LAW ENFORCEMENT

Pedestrian and Bicycle Resources

Explore these helpful resources or explore [more resources](#).

PEDESTRIAN & BICYCLE SAFETY / NHTSA ASSESSMENT REPORT

Pedestrian And Bicyclist Safety Program Technical Assessment



The Highway Safety Program Assessment process is an assistance tool that allows State management to review various highway safety and emergency medical services (EMS) programs. The State of Maryland voluntarily requested NHTSA's assistance in assessing its state's pedestrian and bicyclist safety program. This resulting assessment report reflects the Team's findings.



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LEGISLATIVE PRIORITIES

- **HB 70/SB 16 – Safe Access for All (SAFE) Roads Act of 2023: Hearing on February 2nd**
 - Requiring MDOT to recommend and implement certain design elements for pedestrian and bicycle safety when developing any construction or improvement project, or postconstruction project, preservation, or maintenance
- **HB 512 – Baltimore City – Speed Monitoring Systems on I-83**
 - Establishing that 10% of certain revenue from fines collected as a result of violations enforced by speed monitoring systems on Interstate 83 in Baltimore City may be used for roadway improvements to entrance and exit ramps along Interstate 83 in Baltimore City and at the nearest intersection with a traffic signal to each ramp and to enhance pedestrian safety at these intersections

LEGISLATIVE PRIORITIES

- **SB 484/HB 94 – Reduction of Speed Limits by Local Authorities: Hearing cancelled**
 - Authorizing local authorities statewide to decrease the maximum speed limit to not less than 15 miles per hour after performing a certain investigation; and establishing certain restrictions on the use of speed monitoring systems along highways for which the speed limit has been decreased
- **SB 11 – Motor Vehicles – Speed Limits – School Zones: Third reading passed 43-0 on February 17th**
 - Requiring a school zone to be adjacent to a school, unless recommended by a traffic engineering study; prohibiting a school zone from exceeding a 0.5 mile radius of any school or school activity, unless recommended by a traffic engineering study

LEGISLATIVE PRIORITIES

- **SB 679/HB 710 Anne Arundel – Speed Monitoring Systems - Residential Districts: Hearing March 2nd**
 - Establishing that certain provisions of law authorizing the use of speed monitoring systems in certain residential districts apply in Anne Arundel County
- **HB 1171 Baltimore County - Speed Monitoring Systems - Residential Districts**
 - Establishing that certain provisions of law authorizing the use of speed monitoring systems in certain residential districts apply in Baltimore County

LEGISLATIVE PRIORITIES - CANNABIS

- **SB 516/HB 556 – Cannabis Reform**

- Renaming the Alcohol and Tobacco Commission to be the Alcohol, Tobacco, and Cannabis Commission
- Establishing a regulatory and licensing system for adult-use cannabis
- Imposing the sales and use tax on the sale of adult-use cannabis at certain rates in certain fiscal years
- Establishing the Cannabis Regulation and Enforcement Division in the Commission
- Requiring the Division, on or before July 1, 2023, to convert medical cannabis licenses to licenses to operate a medical and adult-use cannabis business

- **SB 249 – MVA Driver Education Program – Cannabis**

- Requiring the MVA to include in the curriculum for a standardized driver education program information on the laws relating to and the risks of driving while under the influence of cannabis

LEGISLATIVE PRIORITIES - CANNABIS

- **SB 676 - Cannabis-Impaired Driving Test Pilot Program: Hearing March 8th**
 - Establishing a pilot program to examine the effectiveness of cannabis-impaired driving tests in enforcing the prohibition against driving while impaired by drugs
 - Authorizing a police officer in a participating jurisdiction to administer voluntary cannabis-impaired driving tests if the officer has reasonable grounds to believe an individual is or has been driving or attempting to drive a vehicle while impaired by cannabis
- **HB 1071 – Reasonable Suspicion and Probable Cause – Cannabis: Hearing March 9th**
 - A finding or determination of reasonable suspicion or probable cause relating to possession of contraband or other criminal activity may not be based solely on evidence of the odor of cannabis, the possession or suspicion of possession of cannabis, or the presence of money in proximity to cannabis; etc.



Questions?

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