

FINAL HB193 SUPPORT Testimony ET.pdf

Uploaded by: Grace Wilson

Position: FAV



HB193 – ANNE ARUNDEL COUNTY – SPEED LIMITS – ESTABLISHMENT

March 7, 2024

ENVIRONMENT AND TRANSPORTATION

SUPPORT

Grace Wilson, Legislative & Policy Specialist (410.440.1758)

Anne Arundel County Public Schools (AACPS) supports **HB193 – Anne Arundel County – Speed Limits – Establishment**. This bill authorizes Anne Arundel County and municipalities in the county to decrease the maximum speed limit on a highway to 15 miles per hour after performing an engineering and traffic investigation. Additionally, the bill prohibits Anne Arundel County or a municipality from implementing a new speed monitoring system to enforce speed limits on a portion of the highway on which the speed limit has been reduced in accordance with this legislation.

The safety of our students is a top priority for Anne Arundel County Public Schools. As such, AACPS supports legislation that contributes to the safety and well-being of students in school and in the community such as HB193. AACPS believes that the authorizing language contained in this legislation grants Anne Arundel County and AACPS an additional tool that can be used to address and enhance student safety as they travel to and from school. We support any tools available to us that could be used to improve the safety of our students.

Accordingly, AACPS respectfully requests a **FAVORABLE** committee report on HB193.

BikeAAA-FAVHB193AACSpeedReduction-20240305.pdf

Uploaded by: Jon Korin

Position: FAV



Support HB193 Speed Reduction Saves Lives

Bicycle Advocates for Annapolis & Anne Arundel County
P.O. Box 208, Arnold, MD 21012 www.bikeaaa.org 443-685-4103

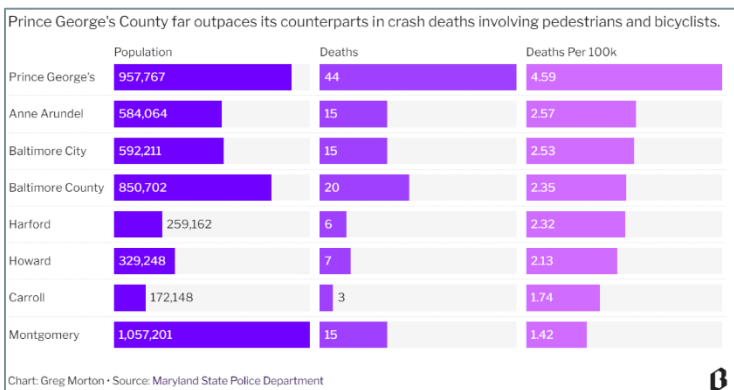
House Environment & Transportation Committee
Annapolis, MD 21401-1991

January 17, 2024

RE: SUPPORT House Bill 193

Dear Chair and Members of the Committee,

I am a resident of District 30, president of Bicycle Advocates for Annapolis and Anne Arundel County (“BikeAAA”), Chair of the Anne Arundel County Bicycle Advisory Commission, Member of the 2017 Maryland Bicycle Safety Task Force and avid Maryland cyclist for over 20 years. On behalf of BikeAAA and it’s more than 1,000 members, we support HB193. This bill will empower Anne Arundel County to assess and reduce speed limits. This is especially important for vulnerable road users such as pedestrians, cyclists, the elderly, people with disabilities and schoolchildren who may cross or travel along our roads to access schools, parks, shopping areas and other destinations. Local jurisdictions are most aware of the use and context of local roads and should have the authority to reduce speed limits to increase safety. This bill also aligns with Anne Arundel County’s and Maryland’s commitment to Vision Zero.



2023 was a particularly bad year for Maryland and Anne Arundel County crashes and fatalities, especially for pedestrians and cyclists. Maryland had over 600 road fatalities, the highest since 2007. Anne Arundel County was listed as second worst in Maryland for pedestrian/cyclist fatalities per population according to recently released state data [as reported in The Banner](#).

Speed reduction reduces both the likelihood of a crash and the severity of injury if a crash occurs. Please support HB193 to improve safety, especially for our most vulnerable.

Sincerely,

Jon Korin
President, Bicycle Advocates for Annapolis & Anne Arundel County

Anne Arundel County _FAV_HB193.pdf

Uploaded by: Joshua Freeman

Position: FAV



March 7, 2024

House Bill 193

Anne Arundel County - Speed Limits - Establishment

House Environment and Transportation Committee

Position: FAVORABLE

Anne Arundel County **SUPPORTS** House Bill 193 – Anne Arundel County - Speed Limits - Establishment

Pedestrian safety is critical to ensuring safe and thriving communities. Local jurisdictions should have full capability to address residential concerns regarding speed limits and how they impact different areas. It is important that we are able to ensure our roads that go through residential areas have appropriate speed limits in order to prevent potential car accidents or pedestrian fatalities.

Currently, Anne Arundel County has no authority to lower speed limits to 15 miles per hour, which leaves the County limited options to address potentially dangerous speed limits in areas where there is concern. Areas such as South County or Herald Harbor, where there is a significant elderly population and roads are less than 18 feet wide, would benefit from a lower speed limit to protect not only pedestrians, but drivers as well. Recently, the County lowered the speed limit on College Parkway from 50 to 40 miles per hour after a speed limit study showed the change was necessary. Expanding these efforts would give the county another tool to combat reckless driving and difficult commuter roads.

House Bill 193 enables Anne Arundel County to lower the speed limit to 15 miles per hour on certain roads after an engineering and traffic investigation. This bill also prohibits new speed monitoring cameras to be placed in areas where the limit was lowered to 15 miles per hour. We believe these provisions help ensure that Anne Arundel County is the best place - for all.

For all of these reasons, Anne Arundel County respectfully requests a **FAVORABLE** report on House Bill 193.

HB193 LEHMAN TESTIMONY.pdf

Uploaded by: Mary Lehman

Position: FAV

DELEGATE MARY A. LEHMAN
Legislative District 21
Prince George's and
Anne Arundel Counties

Environment and Transportation
Committee



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THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

HB193

ANNE ARUNDEL - SPEED LIMIT ESTABLISHMENT

SUPPORT

GOOD AFTERNOON CHAIR KORMAN, VICE-CHAIR BOYCE AND ESTEEMED COLLEAGUES. I AM ASKING YOUR FAVORABLE REPORT FOR HB193, A BILL THAT AUTHORIZES ANNE ARUNDEL COUNTY TO LOWER THE MAXIMUM SPEED LIMIT TO 15 MILES PER HOUR ON CERTAIN ROADWAYS AFTER PERFORMING AN ENGINEERING/TRAFFIC STUDY. *THIS BILL HAS RECEIVED UNANIMOUS SUPPORT FROM THE COUNTY DELEGATION.* THE COMMITTEE HAS RECEIVED THE LETTER OF SUPPORT FROM THE COUNTY DELEGATION.

PEDESTRIAN FATALITIES ARE A SERIOUS PROBLEM IN ANNE ARUNDEL COUNTY. THE FASTER CARS TRAVEL, THE GREATER THE CHANCE THERE IS FOR FATAL INJURIES TO PEDESTRIANS, BICYCLISTS, PASSENGERS, AND DRIVERS. DATA FROM THE FOUNDATION FOR TRAFFIC SAFETY SHOWS THAT THE AVERAGE RISK OF DEATH FOR A PEDESTRIAN STRUCK BY A CAR REACHES 10% AT AN IMPACT SPEED OF 23 MPH, 50% AT 42 MPH, 75% AT 50 MPH, AND 90% RISK OF DEATH AT 58 MPH! A PEDESTRIAN OR BICYCLIST STRUCK BY A MOTORIST DRIVING 40 MPH IS EIGHT TIMES MORE LIKELY TO DIE THAN A PEDESTRIAN OR A BICYCLIST STRUCK AT 20 MPH. THE GOAL OF HB193 IS TO REDUCE INJURIES AND FATALITIES AND MAKE ANNE ARUNDEL COUNTY ROADS SAFER BY GIVING THE COUNTY AND LOCAL JURISDICTIONS THE AUTHORITY TO LOWER SPEED LIMITS WHERE IT IS WARRANTED.

THIS LEGISLATION IS THE ANNE ARUNDEL COUNTY VERSION OF A LOCAL BILL SPONSORED BY THE MONTGOMERY COUNTY DELEGATION THAT PASSED IN 2021. THAT BILL AUTHORIZED MONTGOMERY COUNTY AND ITS MUNICIPALITIES TO DECREASE HIGHWAY SPEED LIMITS TO NOT LESS THAN 15 MILES PER HOUR AFTER CONDUCTING AN ENGINEERING AND TRAFFIC INVESTIGATION. IT ALSO PROHIBITED MONTGOMERY COUNTY AUTHORITIES FROM INSTALLING NEW SPEED MONITORING SYSTEMS WHERE THE SPEED LIMIT HAS BEEN REDUCED PURSUANT TO THE BILL'S AUTHORIZATION.

SINCE MONTGOMERY COUNTY IS NOW AUTHORIZED TO LOWER ITS SPEED LIMIT TO 15 MILES PER HOUR, OTHER COUNTIES SHOULD HAVE THE SAME OPTION. THE STATE AND MANY LOCAL GOVERNMENTS, INCLUDING ANNE ARUNDEL COUNTY, HAVE ADOPTED VISION ZERO POLICIES TO ELIMINATE CAR-RELATED DEATHS AND THIS BILL PROVIDES AN IMPORTANT TOOL TO ASSIST ANNE ARUNDEL COUNTY IN REALIZING THAT GOAL. ADDITIONALLY, THE MANDATED TRAFFIC STUDY PROVIDES AN EXCELLENT OPPORTUNITY FOR CITIZENS' INPUT AND CONCERNS TO BE VOICED.

THE HOUSE BILL CLARIFIES THE IMPLEMENTATION OF NEW SPEED MONITORING SYSTEMS IN AREAS WHERE THE SPEED LIMIT HAD BEEN REDUCED. HB193 DOES NOT RESTRICT ANNE ARUNDEL COUNTY FROM INSTALLING NEW SPEED MONITORING SYSTEMS ON A HIGHWAY SIMPLY BECAUSE THE SPEED LIMIT HAD BEEN DECREASED FROM 55 TO 45 MILES PER HOUR, BUT IT DOES PROHIBIT INSTALLATION OF NEW SPEED MONITORING SYSTEMS ON ROADWAYS IF THE SPEED LIMIT IS LOWERED PURSUANT TO THE BILL'S AUTHORIZATION.

HB193 GIVES LOCAL JURISDICTIONS THE AUTHORITY TO BE AT THE FOREFRONT OF ENSURING TRAFFIC, PEDESTRIAN, AND BICYCLE SAFETY IN THEIR COMMUNITIES AND ULTIMATELY WILL SAVE LIVES.

THANK YOU FOR YOUR CONSIDERATION. I URGE A FAVORABLE REPORT.

HB 193 - Speed Limits - Anne Arundel County - 1_

Uploaded by: Peter Gray

Position: FAV



HB 193: Anne Arundel County - Speed Limits - Bike Maryland Favorable

March 7, 2024

Chair Korman and Committee Members,

I am testifying on behalf of Bike Maryland and the hundreds of members who live and bike in Maryland, and the hundred of Washington Area Bicyclist Association members in Maryland to note our support of HB 193 that will allow Anne Arundel County and the municipalities within to reduce the speed limit to not less than 15 mph.

Lowering speeds on roads is an essential element of reducing the incidence of crashes and the resultant fatalities and serious injuries stemming from such crashes. Furthermore, lower speeds in turn lessen the severity of injuries due to crashes.

In my other role as co-chair of the Montgomery County Families for Safe Streets, I have helped organize and attend numerous memorials for people killed while walking or biking on State Highways. From those tragic memorials it is clear to me that the conditions of most State Highways are not safe for people walking and biking.

It is clear that the speed of cars is a key factor in causing fatalities on our roads.

Overall, allowing local jurisdictions to lower speed limits on State Highways will give those localities an additional tool to reach Vision Zero goals by changing the conditions of the road, and will reduce crashes and the severity of injuries from those crashes. We urge the delegation to recommend passage of HB 193.

Sincerely,

Peter Gray
Bike Maryland, Chairperson Board of Directors

HB 193 Anne Arundel County - Speed Limits – Establ

Uploaded by: Tammy Bresnahan

Position: FAV



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**HB 193 Anne Arundel County - Speed Limits – Establishment
House Environment and Transportation Committee
FAVORABLE
March 7, 2024**

Good afternoon, Chair Korman and members of the House Environment and Transportation Committee. I am Tammy Bresnahan. I am Senior Director of Advocacy for AARP Maryland and an Anne Arundel County resident for over 60 years. AARP advocates for two million Marylanders age 50 and over. AARP Maryland supports HB 193, and we thank Delegates Lehman and Pena Melnyk for supporting this important legislation.

HB 193 authorizes Anne Arundel County and municipalities in Anne Arundel County to decrease the maximum speed limit to not less than 15 miles per hour on highways after performing an engineering and traffic investigation; and prohibiting Anne Arundel County and municipalities in Anne Arundel County from implementing a new speed monitoring system to enforce speed limits on highways on which the speed limit has been reduced under the Act.

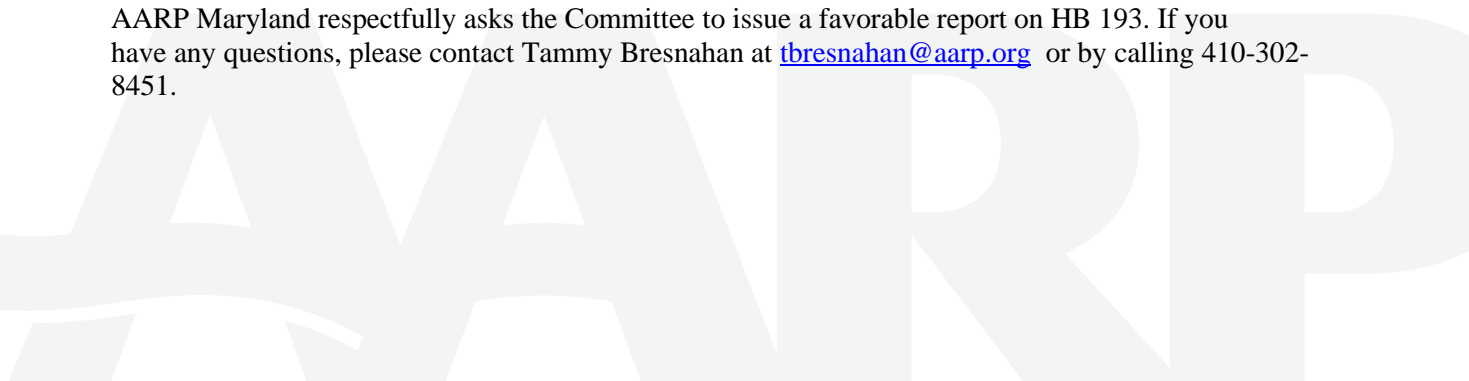
AARP Maryland believes jurisdictions should have the ability to change driving speeds. Everyone should feel safe crossing a street. But the streets can be dangerous, especially for older Americans. The number of pedestrians killed by vehicles rose 35 percent in the past decade—and the death rate is almost twice as high for people over 75 as for the general population.

Making streets safe has been an important issue for AARP. AARP Maryland advocates for everyone, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities to have Safe Streets. Case in point, a 60 something year old man was killed in Anne Arundel County after leaving a restaurant.

Walking and bicycling promote physical and mental health for all ages. Walking is the second most popular means of getting around (after driving.) Many communities are not designed to promote walking and bicycling. Residential areas are often far from commercial facilities. Sidewalks are often nonexistent or in poor condition. Crosswalk signals are often not timed for the slower pace of older pedestrians. Unsafe conditions for pedestrians are most pronounced in lower-income communities and communities of color. Older adults are also overrepresented in deaths involving people walking.

Communities are increasingly seeking to address road safety. AARP Maryland believes states should adopt and fully implement complete streets/safe streets policies to enable safe access for users of all ages and abilities. This includes pedestrians, bicyclists, motorists, and public transit users.

AARP Maryland respectfully asks the Committee to issue a favorable report on HB 193. If you have any questions, please contact Tammy Bresnahan at tbresnahan@aarp.org or by calling 410-302-8451.



CSG in E&T Support for HB 193_2024 - 15 MPH speed

Uploaded by: Cheryl Cort

Position: INFO

March 5, 2024

Hon. Marc Korman, Chair
Environment and Transportation Committee
House Office Building
Maryland General Assembly
Annapolis, Maryland 21401

Position: **Support** with amendment: HB 193 – Anne Arundel County -- Speed Limits – Establishment

Dear Chair Korman:

Please accept these comments on behalf of the Coalition for Smarter Growth, the leading non-profit organization in the D.C. region, including suburban Maryland, advocating for walkable, bikeable, inclusive, transit-oriented communities as the most sustainable and equitable way for the DC region to grow and provide opportunities for all.

We would like to express our support for House Bill 193. We agree with the bill's intention to give local authorities the option to evaluate and lower speed limits on highways. Highways have a diversity of users, including people walking, biking, pushing strollers, using a wheelchair, waiting for the bus, and driving cars and trucks. The design speed and the posted speed limit are often too high, and do not sufficiently accommodate the safety and access needs of different users. Drivers operating vehicles at high speeds pose a grave danger to people. Collisions often result in severe injury and death. Recent years have been the deadliest for people walking in decades. According to [Dangerous by Design](#), "the four most recent years on record (2016-2019) are the most deadly years for pedestrian deaths since 1990."

We wish to recommend the following amendment to balance the judicious use of automated traffic enforcement with other concerns on lower speed roadways:

(iii) A local authority may not implement a new speed monitoring system to enforce speed limits on any portion of a highway for which the speed limit has been decreased under this paragraph TO LESS THAN 25 MILES PER HOUR.

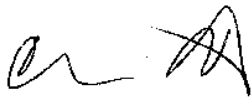
Page Two

CSG support with amendments for HB 193

This bill enables local authorities to assess and change the speed limit to a more appropriate vehicle speed based on local context and need to better balance safety and access for different users of a highway. Posted speed limits, along with clear signage, equitable enforcement, other deterrence measures, and most importantly, redesigning a roadway to a lower design speed, are all tools to ensure safe use of Maryland's public rights of way. This bill supports SHA's "context driven" approach and Vision Zero goals for state roads. Lower speed roadways are fundamental to creating safer conditions for all travelers.

Thank you for your consideration.

Sincerely,



Cheryl Cort
Policy Director