

FINAL HB193 SUPPORT Testimony JPR.pdf

Uploaded by: Grace Wilson

Position: FAV



HB193 – ANNE ARUNDEL COUNTY – SPEED LIMITS – ESTABLISHMENT

March 27, 2024

JUDICIAL PROCEEDINGS

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-JPR20240327.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

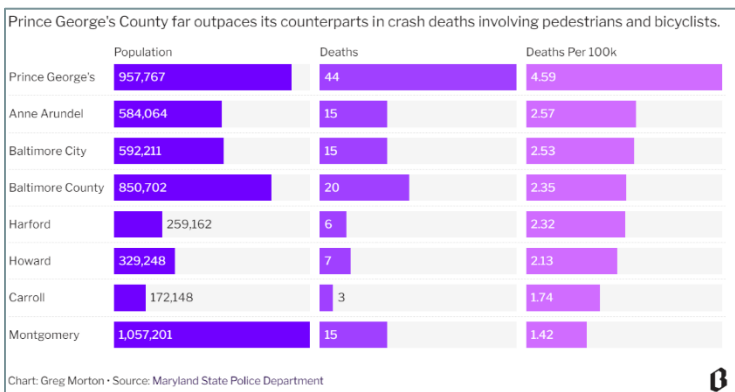
Senate Judicial Proceedings Committee
 Annapolis, MD 21401-1991

March 26, 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

HB193 LEHMAN TESTIMONY SENATE.pdf

Uploaded by: Mary Lehman

Position: FAV



THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

HB193

Anne Arundel - Speed Limit Establishment

Support

Good afternoon Chair Smith, Vice Chair Waldstreicher and esteemed colleagues,

I am asking your favorable report for HB193, a bill that authorizes Anne Arundel County and its local jurisdictions to lower the maximum speed limit to 15 miles per hour on certain roadways after performing an engineering and traffic study. *This bill, unamended, received unanimous support from the Anne Arundel County House Delegation, the Environment and Transportation Committee and the full House.*

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 version of a local bill sponsored by the Montgomery County Delegation, 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. 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 the 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 the 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.

Anne Arundel County _FAV_HB193 (Senate).pdf

Uploaded by: Steuart Pittman

Position: FAV



March 27, 2024

House Bill 193

Anne Arundel County - Speed Limits - Establishment

Senate Judicial Proceedings 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.

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
Senate Judicial Proceedings Committee
FAVORABLE
March 27, 2024

Good afternoon, Chair Smith, and members of the Senate Judicial Proceedings 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. According to an AARP report, 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 recently in Anne Arundel County (Pasadena, Maryland) 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.

If a pedestrian or bicyclist is struck by a vehicle traveling 40 miles per hour, there is a 90 percent chance of death or severe injury, whereas there is a 10 percent chance of death or severe injury if struck by a vehicle traveling at 20 miles per hour. Slowing down is essential to eliminating traffic deaths. (Source: AAA Foundation for Traffic Safety, Impact Speed and a Pedestrian's

Risk of Severe Injury or Death, 2011). 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@arp.org or by calling 410-302-8451.

HB-193 OPPOSE.pdf

Uploaded by: Linda Diefenbach

Position: UNF

HB-193 OPPOSE

More monitoring for my safety.

This bill is not about safety...it's about control.

I oppose all UN Agenda 21 plans.

Linda Diefenbach
Middletown, MD

HB0193Oppose.pdf

Uploaded by: Peggy Williams

Position: UNF

HB0193

Oppose

Anne Arundel County - Speed Limits – Establishment

Dear Committee Members:

I strongly oppose this bill as I see it is part of UNAgenda21 plan for control. More monitoring for our “safety” is not a good thing. We are following in the steps on NY in their march deeper into tyranny. They have a Vision Zero program and now here comes Maryland’s. This is NOT about safety! [Vision Zero: New York City Lowers Speed Limits by 5 MPH on Nine Major Streets Citywide | City of New York \(nyc.gov\)](#)
[MSAR-12327-MVA-Vision-Zero.pdf \(zerodeathsmd.gov\)](#)

It is about control.

Peggy Williams
Severna Park
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