

# **SB0147 - Motor Vehicles - Operation When Approachi**

Uploaded by: David Helms

Position: FAV

## **SB0147 - Motor Vehicles - Operation When Approaching Disabled Vehicles**

<https://mgaleg.maryland.gov/mgawebsite/Legislation/Details/sb0147?ys=2022RS>

Good afternoon,

For the record I am David Helms and I reside in Silver Spring, Maryland. I am a member of the Montgomery County **Pedestrian and Bicycle Safety Advisory Committee** but I am here today in my capacity as an individual and safety advocate. Thank you for the opportunity to testify.

***I kindly ask for a favorable report for Senate Bill 0147.***

**Here are a couple of points I just wanted to highlight:**

### **1. Policy: Vision Zero**

#### **#EndTrafficViolence**

Establishing Vision Zero; providing the purpose of the program is for planning and developing a State highway system that has zero vehicle-related deaths or serious injuries; requiring the Department of Transportation to designate a coordinator to oversee the implementation of Vision Zero; requiring the coordinator, in implementing Vision Zero, to collaborate with certain entities and include certain strategies; requiring that the funding for Vision Zero be as provided by the Governor in the State budget.

Enacted: October 1, 2019

<http://mgaleg.maryland.gov/mgawebsite/Legislation/Details/HB0885?ys=2019rs>

### **2. Issue: More than 800 pedestrians die annually in crashes on U.S. interstates and other Freeways**

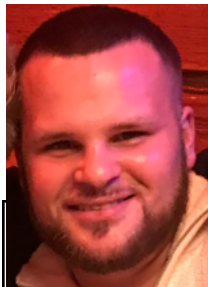
Insurance Institute for Highway Safety, December 2019

Since 2009, pedestrian fatalities increased 53% by 2018 and now account for 17% of roadway crash fatalities in the United States (2019) (**Maryland had 133 pedestrian fatalities in 2018, about 2-3 deaths are associated with drivers/passengers in highway disabled vehicles** ). This increase also was present on interstates and other freeways, which experienced a 60% increase in pedestrian fatalities during 2009–2018.

***Nearly one third involved “unintended” pedestrians who had been in a previous crash or were working on a vehicle.*** More recently, the AAA Foundation for Traffic Safety (2014) examined pedestrian fatalities on interstate highways from 1993 to 2012 in the United States.

A larger proportion of pedestrians killed on interstates or other freeways died on dark and unlit roads.<sup>1</sup>

\*\*\* **Death is virtually certain when a pedestrian is struck by a vehicle going 40 or more mph.**  
\*\*\*



Example: **Jerasimos Ray Blanton**, 33, Rockville, Maryland, killed on December 27, 2019 at 5:30AM.



Shortly before 5:30 a.m. this morning, troopers from the Rockville Barrack responded to the report of a crash at northbound I-270, north of Shady Grove Road. Upon their arrival, troopers found an unattended 2015 Ford Explorer elevated on a jack with extensive damage to the left side of the vehicle, on the right shoulder of the highway. A 2018 Freightliner flatbed truck was stopped further north on the right side of the road.



Obituary: Jerasimos Ray Blanton, 33

<https://www.rinaldifuneralservice.com/notices/JerasimosJerry-Blanton>

On Friday, December 27, 2019 of Rockville, MD. Jerasimos "Jerry" Blanton beloved son of Dimitra Kalivas and the late Orville Ray Blanton, brother of Nicholas Blanton, nephew of John Kalivas and fiancé to Heather Blanton. The family will receive friends on Friday, January 3, 2019 from 9:30 am until the time of funeral services at 10:30 am at The Greek Orthodox Church of Saint George 7701 Bradley Blvd. Bethesda, MD 20817. Entombment Gate of Heaven Cemetery Mausoleum 13801 Georgia Avenue Silver Spring, MD 20906. In lieu of flowers the family requests memorial contributions to be made to The Greek Orthodox Church of Saint George

---

<sup>1</sup> Fatal pedestrian crashes on interstates and other freeways in the United States December 2019. Jin Wang, Jessica B. Cicchino  
Insurance Institute for Highway Safety (IIHS)  
<https://www.iihs.org/api/datastoredocument/bibliography/2197>

### 3. Move over for EVERYONE is consistent with Current Policy; Modifies Existing “Move Over” Transportation Statute, Enforcement, and Education/Outreach

Maryland’s “Move Over” laws require drivers approaching from the rear of an **emergency vehicle** using visual signals while stopped on a highway to, if possible, make a lane change into an available lane not immediately adjacent to the emergency vehicle

But why should drivers be forced to decide what type of vehicle has flashing lights to move over?

**Approaching a disabled vehicle at 80-100 feet per second, how can drivers know if either it is a disabled vehicle or an emergency vehicle?**

**They can't... therefore, the prudent driver action should be to move over as soon as safe to do so.**

This bill will compel drivers who encounter ANY vehicle with flashing lights on the shoulder to move over if they can safely do so.

The more drivers are conditioned for safe and appropriate behavior (and eliminating exceptions to rules making adoption less likely), the more safe law enforcement will be for “accidental pedestrians” and everyone else including law enforcement, emergency responders, and road crews.

### 4. This legislation will save lives!

I strongly encourage you to please support HB 1305 which amends the "Move Over" law to be inclusive of all disabled vehicles with flashers on, to simplify the law, make the law more enforceable, encourage safe driver behavior, and SAVE MANY LIVES!

Very Respectfully,

David Helms  
409 Lanark Way  
Silver Spring, Maryland 20901  
Email: david.helms570@gmail.com



## **SB 0147 - SHA - Motor Vehicles - Operation When Ap**

Uploaded by: Patricia Westervelt

Position: FAV

---

January 18, 2022

The Honorable William C. Smith Jr.  
Chair, Senate Judicial Proceedings Committee  
2 East Miller Senate Office Building  
Annapolis, MD 21401

***Re: Letter of Support – Senate Bill 147 – Motor Vehicles – Operation When Approaching Disabled Vehicles***

Dear Chairman Smith and Committee Members:

The Maryland Department of Transportation (MDOT) supports Senate Bill 147 as it would add an additional level of safety for Maryland's roadway users.

Senate Bill 147 would require drivers to either change lanes or slow their speed when approaching a disabled vehicle, when displaying certain signals, on a highway. MDOT State Highway Administration (SHA) has historically worked with other highway safety entities, such as law enforcement, emergency services, and the private sector, to advocate for the importance of Maryland's "Move Over Law". Senate Bill 147 seeks to impose similar standards, requiring drivers to either "move over" or to make their best effort to "move over" when approaching a disabled vehicle. In 2020, MDOT SHA recorded 10 pedestrian fatalities on roadways due to disabled vehicles. MDOT SHA is committed to achieving the statewide goal of reaching zero fatalities on Maryland's roadways. In enacting this requirement, the State would be helping to further highway users, including disabled motorists.

For these reasons, the Maryland Department of Transportation respectfully requests the Committee grant Senate Bill 147 a favorable report.

Respectfully Submitted,

Mitch Baldwin  
Chief, Legislative Services Division  
Maryland State Highway Administration  
410-310-1056

Pilar Helm  
Director, Office of Government Affairs  
Maryland Department of Transportation  
410-841-1102

## **SB 147 - SDMO Testimony.pdf**

Uploaded by: Ragina Ali

Position: FAV



## **AAA Mid-Atlantic's Testimony in SUPPORT of SB 147 Motor Vehicles - Operation When Approaching Disabled Vehicles**

*Sponsor: Senator Jeff Waldstreicher*

- AAA Mid-Atlantic supports **SB 147**, which requires drivers approaching a disabled vehicle displaying hazard warning lights, road flares or other caution signals from the rear to make a lane change into an available lane not immediately adjacent to the vehicle, or to slow to a reasonable and prudent speed that is safe.
- **SB 147** will expand the state's current move-over law, to cover **all** vehicles displaying hazard lights. Current law applies to emergency vehicles, tow trucks, and service vehicles.
- Adding disabled motorists to the law will provide motorists, as well as emergency personnel and/or emergency road crews, who may be aiding them with additional protection when they are on the side of the road.
- Sadly, there are numerous examples of disabled motorists being struck on the side of the road in Maryland. Kennedy Sookal, of Reisterstown, and Stuart Johnson, of Baltimore, were both killed in separate incidents in 2019, as they tried to change a tire on the side of the road.
- Being on the side of the road is dangerous for everyone and we have seen that even those who the law is already intended to protect are not exempt from the perils on the road.
- Just a few months ago, a member of our AAA family, contractor, Muhammad Shehzad, was killed on the side of the road in Howard County right after changing the tire of a AAA member.
- At AAA, we often hear from motorists that they are either unaware of state laws that require them to slow down and move over for emergency vehicles or that they are uncertain which groups or types of vehicles apply.
- A AAA Mid-Atlantic poll of Maryland drivers conducted last fall indicated a similar lack of understanding or awareness around the state's Move Over law, with 32% of Maryland drivers polled indicating they were 'unsure' or thought there was 'no' Move Over law in the state.
- In AAA Mid-Atlantic's recent poll, 84% of those surveyed indicated they would support move-over laws to cover disabled motorists in Maryland.



- Whether there is a police officer, fireman, tow truck driver or disabled motorist on the side of the road, AAA implores motorists to slow down and, if safe to do so, move away and change lanes to create safe space around the person on the side of the road.
- At increasing speeds on our highways, it may be difficult at times for motorists to distinguish between the nuances. SB 147 simplifies the law so that caution must be extended to anyone with flashing lights in a stationary vehicle on the roadside.
- Despite having the laws, unfortunately, we are still losing law enforcement officers, tow truck operators and others as they conduct business on the roadways.
- AAA supports laws to protect first responders, law enforcement officers and tow truck operators. We would also like to see those same protections applied to motorist with a disabled vehicle.
- Some states have extended Move Over protections to include motorist with a disabled vehicle at the roadside.
- Currently seven states include disabled motorists in their move over law. They include Arizona, Connecticut, Illinois, Oklahoma, Oregon, Pennsylvania, and Tennessee.
- AAA applauds Senator Waldstreicher for sponsoring this bill to clarify that no matter what type of vehicle may be flashing lights by the side of the road, or the color of those lights, all involved in roadside situations are at high risk.
- On behalf of AAA Mid-Atlantic's nearly one million Maryland members, we urge the Committee to give **SB 147** a favorable report.

***Contacts:***

*Ragina C. Ali, AAA Mid-Atlantic  
Public and Government Affairs Manager  
443.465.5020*

*Sherrie Sims, GS Proctor & Associates  
Senior Associate  
410.733.7171*