



THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

**HB 94 – VEHICLE LAWS – REDUCTION OF SPEED LIMITS BY LOCAL
AUTHORITIES**

SUPPORT

GOOD AFTERNOON CHAIR BARVE, VICE CHAIR STEIN AND ESTEEMED JUDICIAL PROCEEDING MEMBERS. I AM ASKING YOUR FAVORABLE REPORT FOR HB 94, A BILL THAT AUTHORIZES LOCAL GOVERNMENTS TO LOWER THE MAXIMUM SPEED LIMIT TO 15 MILES PER HOUR ON CERTAIN ROADWAYS AFTER PERFORMING AN ENGINEERING/TRAFFIC STUDY.

PEDESTRIAN FATALITIES ARE A SERIOUS PROBLEM IN MARYLAND. THE FASTER CARS TRAVEL, THE GREATER THE CHANCE 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 HB 94 IS TO REDUCE INJURIES AND FATALITIES AND MAKE

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MARYLAND ROADS SAFER BY GIVING LOCAL JURISDICTIONS THE AUTHORITY
TO LOWER SPEED LIMITS WHERE IT IS WARRANTED.

THIS LEGISLATION IS THE STATEWIDE 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 CAMERAS 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 AND BALTIMORE CITY SHOULD HAVE
THE SAME OPTION. THE STATE AND MANY LOCAL GOVERNMENTS HAVE
ADOPTED VISION ZERO POLICIES TO ELIMINATE CAR-RELATED DEATHS AND
THIS BILL PROVIDES AN IMPORTANT TOOL TO ASSIST MARYLAND IN REALIZING
THAT GOAL, AND STOP WITH NEEDLESS TRAGEDIES.

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ADDITIONALLY, THE MANDATED TRAFFIC STUDY PROVIDES AN EXCELLENT OPPORTUNITY FOR CITIZENS' INPUT AND CONCERNS TO BE VOICED.

THE HOUSE BILL CLARIFIES IMPLEMENTATION OF NEW SPEED MONITORING SYSTEMS IN AREAS WHERE THE SPEED LIMIT HAD BEEN REDUCED. HB 94 DOES NOT RESTRICT LOCAL JURISDICTIONS FROM INSTALLING SPEED CAMERAS ON A HIGHWAY SIMPLY BECAUSE THE SPEED LIMIT HAD BEEN DECREASED FROM 55 TO 45 MILES PER HOUR BUT IT DOES PROHIBIT INSTALLATION OF CAMERAS ON ROADWAYS IF THE SPEED LIMIT IS DROPPED DOWN TO 15 MPH.

HB 94 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.