

2024-HB 0298-GOTW-FAV.pdf

Uploaded by: Nicholas Marks

Position: FAV



HB 0298: MOVE GET OUT THE WAY Act
House Environment and Transportation Committee
Terps For Bike Lanes – FAVORABLE

February 1, 2024

Chair Korman and Committee Members,

I am writing this testimony on behalf of Terps For Bike Lanes to express our strong support for the MOVE GET OUT THE WAY Act. Our advocacy efforts encompass several areas, including the establishment of new bike lanes and paths, the enhancement and maintenance of existing bike facilities, and the development of bike infrastructure in areas where it is currently insufficient or absent. To drive these improvements, our organization actively engages with key stakeholders, including students, the University of Maryland Department of Transportation Services (DOTS), Facilities Management (FM), and the City of College Park. As an organization deeply committed to advocating for sustainable and eco-friendly initiatives, we believe that implementing these regulations will significantly improve traffic flow, reduce congestion, and enhance overall road safety in our state.

To drive these improvements, our organization actively engages with key stakeholders, including students, the University of Maryland Department of Transportation Services (DOTS), Facilities Management (FM), and the City of College Park. We also empower our members to advocate individually by offering opportunities to participate in relevant student committees, provide feedback to the university, and attend important College Park City planning meetings.

Our mission aligns with our core values of sustainability, accessibility, and equity. Bike lanes promote environmental sustainability, offering an eco-friendly transportation option. Moreover, expanding bike infrastructure enhances accessibility by making our campus more cyclist and pedestrian-friendly. Additionally, this infrastructure can contribute to addressing economic disparities in marginalized communities, such as students who depend on affordable personal transportation and areas affected by environmental and transportation inequalities.

Research findings support the need for measures such as traffic congestion reduction, safety improvement, enhanced traffic flow, and legal clarity. According to studies conducted by the National Cooperative Highway Research Program (NCHRP) and the Federal Highway Administration (FHWA),

proper lane discipline and efficient lane usage are crucial for reducing congestion, minimizing accidents, and improving overall traffic flow. Enforcing lane discipline not only enhances safety but also provides clear guidelines for drivers, leading to better compliance with traffic laws and fewer instances of confusion or conflict on the road. We urge a Favorable committee report on this legislation and encourage the House to pass it on the floor. Thank you for the opportunity to testify.

Sincerely,

Nicholas Marks

President, Terps For Bike Lanes

terps4bikelanes@gmail.com

HB298 Testimony 2024.pdf

Uploaded by: Debi Jasen

Position: FWA

House Bill 298 - Favorable WITH AMENDMENTS
Environment and Transportation Committee

Honorable Chair, Vice Chair, and Members of the Environment and Transportation Committee;

First, I'd like to say that I really appreciate the name of this bill, MOVE GET OUT THE WAY Act. However, I think it's Ludacris (see what I did there?) to impose a fine for the first infraction, and such steep fines for subsequent infractions. I also believe that it would create a dangerous situation for someone to have to keep moving to the left and then back over to the right every time they want to overtake someone; we have enough of a weaving problem on the roads. Instead, I think it makes sense to allow them to stay in the left lane until a vehicle approaches from behind, then safely "move out the way" to the right until they need to move to the left again to overtake another vehicle.

I'd also like for the bill to be further amended to make clear that a vehicle in the left lane that wants to go faster than a vehicle ahead of it in the left lane has NO MORE OF A RIGHT to the left lane as long as the vehicle in front of it is still overtaking a vehicle to its right. In other words, if the people in the 3rd lane from the right are going 60 mph, and the vehicle who moves to the left lane wants to go 65 mph, then a vehicle that comes up behind them at 80 mph doesn't have priority over the left lane even though they want to go faster than the 65 mph vehicle.

So I'd like for you to give HB 298 a favorable report if the amendments I've expressed are included. Otherwise, I'm happy to keep shouting the song when people are driving slowly in the left lane.

Thank you for your consideration.

Sincerely,
Debi Jasen
Pasadena, MD

HB0298 - SHA - MOVE GET OUT THE WAY Act_LOI_FINAL.

Uploaded by: Patricia Westervelt

Position: INFO

February 8, 2024

The Honorable Marc Korman
Chair, Environment and Transportation Committee
251 House Office Building
Annapolis MD 21401

RE: Letter of Information – HB 298 – Vehicle Laws – Lanes of Travel – Slower Traffic and Overtaking and Passing (MOVE GET OUT THE WAY Act)

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) offers the following information for the Committee's consideration on House Bill 298.

House Bill 298 expands, to all Maryland roadways, the requirement for a vehicle traveling slower than the general speed of traffic to drive in right-hand travel lanes. Further, the bill 1) requires drivers to use the far-left lane only for overtaking and passing another vehicle when traveling on a road with three or more travel lanes for traffic moving in the same direction and a posted maximum speed limit of at least 55 miles per hour, subject to certain exceptions, and 2) establishes a fine structure for a violation of this provision.

Currently, the requirement to keep right is limited to interstate highways in rural areas, where road congestion is traditionally less of an issue and where there are fewer traffic patterns requiring left lane exits or alignments. Any positive outcomes of House Bill 298 would be hard to quantify, and violations of the requirements would be difficult to enforce in certain areas with more frequent congestion and complex traffic patterns.

Additionally, the State Highway Administration (SHA) must inform slower drivers of the requirement to keep right on interstates located in a rural area by placing and maintaining signs at regular intervals on appropriate highways and through the dynamic message sign system located throughout the State. If House Bill 298 were to pass, SHA would be required to make a significant investment in new signs throughout the State to inform slower drivers of the requirement to keep right. While the exact impact of this requirement depends on the number of applicable roadways and the number of new signs that would be required to effectively communicate this message, SHA estimates that approximately 1,000 signs would need to be installed at an approximate cost of \$500,000 for installation.

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating House Bill 298.

Respectfully submitted,

Matthew Mickler
Deputy Director (Acting)
Office of Policy and Research
Maryland State Highway Administration

Pilar Helm
Director
Office of Government Affairs
Maryland Department of Transportation