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Prince George's and  
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Environment and Transportation  
Committee



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THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

**HB381**

**State Highway Administration—Urban Core and Urban Center Traffic Control Devices—No  
Turn on Red  
February 9, 2026  
SUPPORT**

Good Afternoon Chair Korman, Vice Chair Guyton, and Members of the Environment and Transportation Committee,

For the record my name is Delegate Mary Lehman here asking your support of House Bill 381, State Highway Administration—Urban Core and Urban Center Traffic Control Devices—No Turn on Red.

HB381 requires the State Highway Administration to install signs at certain intersections on state-owned roads in urban areas prohibiting drivers from making right turns on a steady red signal. This requirement applies only to intersections located within urban cores and urban centers. Those are defined by SHA in its *Context Driven Guide*.

These No Turn on Red or NTOR signs will warn vehicles against turning right while facing a constant red signal at any state highway intersection unless the administration determines that NTOR would impair public safety.

If a sign prohibiting right turn on red is *not* present, a motorist facing a continuous red signal after coming to a complete stop may enter the intersection to perform a right turn from a one-way street onto another street.

**SHA Support of NTOR**

NTOR is recommended within the SHA's *Context Driven Guide* as appropriate in areas with higher levels of pedestrian activity and motor vehicle interaction. For that reason, SHA has said it strongly supports the strategic use of NTOR restrictions as a tool to enhance pedestrian and bicyclist safety. Additionally, NTOR is recognized by the Federal Highway Administration (FHWA) as a proven safety countermeasure, reflecting its demonstrated effectiveness in reducing conflicts between turning vehicles and vulnerable road users in urban areas.

SHA will testify that it has been committed to advancing transportation safety through its [Pedestrian Safety Action Plan](#) (PSAP) projects in alignment with the intent of HB 381 and MDOT's Vision Zero objectives. The PSAP focuses on data-driven safety improvements in high-risk corridors across Maryland and is backed by more than \$100 million in funding in the six-year Consolidated Transportation Program (CTP).

As part of this commitment, SHA has pledged that it will evaluate the feasibility and appropriateness of implementing NTOR restrictions at applicable intersections within the PSAP projects currently in design. SHA will conduct engineering evaluations consistent with state and federal guidance, including analysis of pedestrian

activity, crash history, sight distance, signal phasing, and operational impacts. Where these evaluations indicate that NTOR restrictions would enhance safety for vulnerable road users, it will incorporate the appropriate signage and signal modifications into final project plans.

The SHA also stated that incorporating NTOR installations within the existing scope of ongoing PSAP projects will minimize impacts to state dollars in the Transportation Trust Fund, as these projects are anticipated to receive significant federal funding support across the design and construction phases. What is less clear is the availability of future federal funding for design and construction.

The fiscal note in past years has estimated that NTOR signs at eligible intersections would cost more than \$4 million. A delayed implementation could lower that figure, but not enough, according to SHA to make it feasible in the next three years.

Still, SHA has indicated it will submit a letter committing to achieving the goals of HB 381 without a mandate in law. I look forward to seeing that commitment in writing. Thank you for your consideration of this bill and its goal of better protecting pedestrians and bicyclists seeking to navigate roadways where the incidence of simultaneous pedestrian, bicyclist and motor vehicles crossings are the highest in the state.