



POSITION STATEMENT

Bill: HB0381 State Highway Administration – Urban Core and Urban Center Traffic Control Devices – No Turn on Red

Position: Support with Amendments

Date: February 12, 2026

Contact: Debra Borden, General Counsel

Jordan Baucum Colbert, Senior Government Affairs Analyst,

Dear Chair Marc Korman,

The Maryland-National Capital Park and Planning Commission (M-NCPPC or “the Commission”) has voted to support this bill with amendments.

What the Bill Does. This bill requires the State Highway Administration to install traffic control devices prohibiting a vehicle from making a right turn while facing a steady red signal at certain intersections on State highways in urban cores and urban centers by July 1, 2029. This bill also authorizes the Administration to choose not to install a certain traffic control device at a specific intersection if the Administration determines that the installation would significantly impair public safety.

The Montgomery County Council passed similar legislation for county-controlled signalized intersections as part of the Safe Streets Act of 2023, but the state-controlled intersections in the county’s urban areas are the ones with the heaviest pedestrian volumes. Adding No Turn on Red signs for drivers at these intersections can help significantly reduce pedestrian injuries and deaths from collisions at these busy locations.

A study referenced in the Highway Safety Manual found that adding No Turn on Red signage to intersections reduces such collisions by 41%. HB0381 would improve safety for vulnerable pedestrians and help move Maryland toward eliminating severe injuries and fatalities on the state's busiest roads.

Suggested Recommendations. Staff have one recommendation for this legislation:

- Consider including a reporting requirement for the locations identified in 8-204.3(B) – those intersections where installation of No Turn on Red would “significantly impair public safety”. Publicly documenting the rationale for not advancing No Turn on Red at specific locations would provide elected officials, professional staff, and the public insights into these determinations. Annual reporting requirements were included in the county’s Safe Streets Act of 2023.

Therefore, we urge the committee to vote favorably with amendments on this bill.