

# **CSG support for HB 381 - Right Turn on Red .pdf**

Uploaded by: Cheryl Cort

Position: FAV

Testimony on  
HB 381 - State Highway Administration - Urban Core and Urban Center Traffic Control Devices -  
No Turn on Red

Environment and Transportation Committee  
Maryland House of Delegates  
by Cheryl Cort

Date: February 12, 2026

Position: **Support**

Please accept these comments on behalf of the Coalition for Smarter Growth, the leading non-profit organization in the D.C. region, including suburban Maryland, advocating for walkable, bikeable, inclusive, transit-oriented communities as the most sustainable and equitable way for the DC region to grow and provide opportunities for all.

We wish to express our support for HB 381 - No Turn on Red. Right Turn on Red prohibition in urban areas is a basic pedestrian safety rule. Safer streets for walking and biking are the foundation of successful main streets and downtowns.

Right turns on red were rare as a practice before the 1970s when the federal government pushed state governments to permit right on red. In Europe that never happened, and no turn on red is still the rule. It's not even posted on signs because it is understood that urban areas do not allow right on red.

Transportation engineers in the United States now question the belief that right on red is more efficient for motor vehicle flow and does not take a toll on safety. Research shows significant increased right turn crashes for people walking and biking after the onset of allowing right turn on red in the 1970s. Recent assessments show that after the implementation of no turn on red, failure-to-yield incidents and vehicle conflicts dropped dramatically. (source: Bill Schultheiss, PE, and Mariel Colman, PE, AICP, Toole Design, [Right Turn on Red: It's Time to Reconsider](#), 09 /11/2025.)

As for costs, we know that Montgomery County's Dept of Transportation's fiscal impact analysis for posting signage for no right on red was between \$575,000 - \$775,000 for 156 locations, or roughly \$3,700 to \$5,000 per intersection.

Regarding MD SHA context zones focusing no right on red in Urban Cores and Urban Centers. While we support this, we note this is a very limited set of areas. In fact, Prince George's County has no Urban Cores, and only one Urban Center -- University of Maryland at College Park campus. This is despite several main streets in Prince George's that could and should be designated as Urban Centers.

We again want to express our support for this helpful safety bill and ask the committee for a favorable report. Thank you.

**HB0381\_MDSierraClub\_fav\_12Feb2026.docx.pdf**

Uploaded by: Lindsey Mendelson

Position: FAV



**Committee: Environment and Transportation**

**Testimony on: HB 381, State Highway Administration - Urban Core and Urban Center  
Traffic Control Devices - No Turn on Red**

**Position: Support**

**Hearing Date: February 12, 2026**

The Maryland Chapter of the Sierra Club urges a favorable report on HB 381. This bill would require the State Highway Administration (SHA) to install traffic control devices prohibiting right turns on a steady red signal at intersections on state highways in urban cores and centers.

Some of Maryland's most dangerous roadways are state highways. Forty-two percent of fatal pedestrian crashes occurred on state highways between 2019 and 2023, despite state roads only making up about 16% of roadways in the state.<sup>1</sup> Unfortunately, both pedestrian and bicyclist fatalities are increasing, rising 35% and 37% respectively from 2010 to 2020.<sup>2</sup>

Right turns during red signals increase conflict between drivers and pedestrians, leading to increased traffic injuries and fatalities. Research from the U.S. National Highway Traffic Safety Administration found that permitting red-turn-on-red led to a 43% to 107% rise in pedestrian crashes.<sup>3</sup> In 2022, Washington, D.C. similarly found that no-turn-on-red restrictions led to a 92% decline in the number of drivers that failed to yield to pedestrians and a 97% drop in vehicle conflicts, all with minor impacts to traffic operations.<sup>4</sup>

Additionally, right-turn-on-red became widespread decades prior to modern SUVs and trucks, which are "larger, heavier, and have taller hoods and higher front blind zones, often obscuring anything within 10–15 feet ahead" and are overrepresented in right-turn crashed compared to smaller vehicles.<sup>5</sup> These conditions are why decision makers across the country have banned red-turn-on-red in urban areas.

To create a more sustainable transportation system, people must be safe to walk or use other mobility devices. For these reasons, the Maryland Chapter of the Sierra Club urges a favorable report on HB 381.

Jane Lyons-Raeder  
Chair, Transportation Committee  
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Josh Tulkin  
Chapter Director  
Josh.Tulkin@MDSierra.org

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<sup>1</sup>

<https://ggwash.org/view/96778/maryland-state-roads-are-dangerous-in-rockville-other-cities-new-policies-could-help>

<sup>2</sup> SHA Pedestrian Safety Action Plan

<sup>3</sup> <https://www.smartcitiesdive.com/news/right-turn-on-red-ban-pedestrian-safety-effective-research/728750/>

<sup>4</sup> <https://tooledesign.com/insights/2025/09/right-turn-on-red-its-time-to-reconsider/>

<sup>5</sup> <https://tooledesign.com/insights/2025/09/right-turn-on-red-its-time-to-reconsider/>

Founded in 1892, the Sierra Club is America's oldest and largest grassroots environmental organization. The Maryland Chapter has over 70,000 members and supporters, and the Sierra Club nationwide has over 800,000 members and nearly four million supporters.

**HB381 WRITTEN TESTIMONY LEHMAN.pdf**

Uploaded by: Mary Lehman

Position: FAV

DELEGATE MARY A. LEHMAN  
Legislative District 21  
Prince George's and  
Anne Arundel Counties

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.

# **HB 381 - Urban Core\_Center - No Turn on Red.pdf**

Uploaded by: Peter Gray

Position: FAV



# HB381 – Urban Core and Urban Center Control Traffic Devices - No Turn On Red

## House Environment and Transportation Committee

February 12, 2026

### Position: Favorable

Greetings Chair and Members of the Committee

Our mission is to promote bicycling, increase safety, improve conditions, and provide a voice for bicyclists in Maryland. We partner with advocacy organizations to promote vulnerable road user safety legislation on the state and county level and work with government agencies, including police departments, to develop policy and awareness campaigns that protect the rights and well-being of bicyclists and pedestrians in Maryland. We the undersigned represent multiple community-based organizations advocating for safe biking, walking and active transportation, submit this testimony on behalf of tens of thousands of members across the State of Maryland.

HB 381 codifies a policy that MDOT SHA has recommended for more than 5 years.

The Maryland Department of Transportation's (MDOT) State Highway Administration (SHA) has recognized that the design of our state roads must adapt to the local land use context. In more densely-developed, mixed use areas there is significant opportunity for non-motorized transport along our roads and increased pedestrian use of adjoining sidewalks. Special care must be taken in these contexts to reduce the likelihood and severity of crashes between motor vehicles and vulnerable road users. Recognizing the need for a state-wide standard, SHA published their Context Driven Design Guide in 2020 [1].

The SHA defines 6 distinct land use contexts for consideration in adapting roadway design to the local environment. Within each context, the MDOT SHA Context Driven Design Guide provides recommended safety interventions to balance the safety and accessibility across all road uses. Within the Design Guide itself, there are illustrations of applicable safety interventions for each context. For both the Urban Core and Urban Center contexts, MDOT SHA recommends "Right on Red Restriction, Reduces right turn injury crashes by 38%" [3], [4].

This legislation applies to only the most densely developed land use contexts identified by the SHA [2]

HB 381 is Naturally Limited in Scope

Maryland is home to many urbanized areas, MDOT SHA's graduated context areas provide sufficient granularity to separate truly urban areas from suburban. This bill will have real safety improvements around the state, serving a wide variety

of residents: Urban Core or Urban Center contexts exist in Cumberland, Hagerstown, Frederick, Annapolis, Rockville, Bethesda, Wheaton, Silver Spring, College Park and Ocean City in addition to Towson. Across the state, pedestrians and cyclists will see a small, but meaningful, improvement in their safety. Many, many state residents who are not themselves “Urban Core” residents will benefit from this safety improvement when they visit or vacation in Ocean City south of 29th Street.

#### Minor Amendments for Consistency and Collaboration

Bike Maryland would recommend that this prohibition be generalized to all turning motions when faced with a solid red signal. Unless otherwise prohibited, §21–202(i) of the Transportation Article of the Maryland Code allows for two turning motions against a solid red signal: a right turn or a left turn onto a one-way street from a one-way street. Although unusual in general, many state highways run as pairs of one-way streets through urban areas and this situation does exist within our state. Therefore, we recommend that the word “right” be removed from section (A) of the proposed legislation for consistency.

While HB 381 clearly requires the SHA to prohibit right on red, it does allow for an exception in the case where such a prohibition would significantly impair public safety. We recognize that our roadways vary widely through the state with unique situations that can lead to unanticipated consequences. It is the recognition of this complexity that causes us to request that the safety analysis must be publicly transparent and in collaboration with local jurisdictions.

Complex road networks can not be analyzed as if each intersection exists in a vacuum and must take into account the traffic flow mitigations that a local jurisdiction could apply to surrounding streets.

Position: Favorable with Amendments

We thank Delegates Lehman, Charkoudian, Healey, Taveras, and Terrasa for sponsoring this important safety legislation. We hope the committee finds these points helpful and convincing and we urge its members to vote in favor of HB0381, with our suggested amendments.

Thank you for your efforts and the opportunity for us to testify on this legislation

**Baltimoreans for People Oriented Places**

**Bicycle Advocates for Annapolis & Anne Arundel County (BikeAAA)**

**Bike Maryland**

**Bikemore**

**Frederick Bicycle Coalition**

**Maryland Eastern Shore Trail Network**

**Washington Area Bicyclist Association (WABA)**

# **Favorable HB0381 red.dox.pdf**

Uploaded by: Ronza Othman

Position: FAV



*Live the life you want.*

From: Ronza Othman, President  
National Federation of the Blind of Maryland  
15 Charles Plaza, #3002  
Baltimore, MD 21201 [president@nfbmd.org](mailto:president@nfbmd.org)

To: House Environment and Transportation Committee

The members of the National Federation of the Blind of Maryland urge the House Environment and Transportation Committee to give a favorable report to HB0381 - State Highway Administration - Urban Core and Urban Center Traffic Control Devices - No Turn on Red.

Our organization's membership consists of blind Marylanders, many of whom are intrepid travelers, and many of whom wish to learn to travel. Unlike sighted pedestrians, blind pedestrians are unable to use vision, and thus often travel with long white canes, guide dogs, or other alternative techniques. Sighted pedestrians can learn pedestrian safety by observing, but blind travelers must receive specialized instruction called Orientation and Mobility (O&M). Because this type of instruction is highly specialized, blind travelers must start learning cane skills when we are young if possible, or as early as possible into our blindness journeys, and the instruction continues until we feel confident in our abilities. However, due to the specialized nature of O&M instruction, we may only receive as little as an hour of instruction per week, sometimes less.

One alternative technique blind pedestrians learn is to listen to the flow of traffic, and to cross with parallel traffic. We learn that generally speaking, if traffic is parallel, it should not cause physical harm. The notable exception is when drivers turn right such as at intersections allowing right turns on red. The blind pedestrian reasonably assumes, due to the stoppage in perpendicular traffic and the flow of parallel traffic, that it is safe to cross the street. If a car turns right, this poses a potentially life-threatening safety hazard. The easiest solution is to install "no right on red" traffic controls and monitoring.

For this reason, we ask for a favorable report on HB0381. For questions, please contact me at [President@nfbmd.org](mailto:President@nfbmd.org) or at 443-426-4110.

# **BikeMarylandHB 381 - Urban Core\_Center - No Turn o**

Uploaded by: Jon Korin

Position: FWA



# HB381 – Urban Core and Urban Center Control Traffic Devices - No Turn On Red

## House Environment and Transportation Committee

February 12, 2026

### Position: Favorable

Greetings Chair and Members of the Committee

Our mission is to promote bicycling, increase safety, improve conditions, and provide a voice for bicyclists in Maryland. We partner with advocacy organizations to promote vulnerable road user safety legislation on the state and county level and work with government agencies, including police departments, to develop policy and awareness campaigns that protect the rights and well-being of bicyclists and pedestrians in Maryland. We the undersigned represent multiple community-based organizations advocating for safe biking, walking and active transportation, submit this testimony on behalf of tens of thousands of members across the State of Maryland.

HB 381 codifies a policy that MDOT SHA has recommended for more than 5 years.

The Maryland Department of Transportation's (MDOT) State Highway Administration (SHA) has recognized that the design of our state roads must adapt to the local land use context. In more densely-developed, mixed use areas there is significant opportunity for non-motorized transport along our roads and increased pedestrian use of adjoining sidewalks. Special care must be taken in these contexts to reduce the likelihood and severity of crashes between motor vehicles and vulnerable road users. Recognizing the need for a state-wide standard, SHA published their Context Driven Design Guide in 2020 [1].

The SHA defines 6 distinct land use contexts for consideration in adapting roadway design to the local environment. Within each context, the MDOT SHA Context Driven Design Guide provides recommended safety interventions to balance the safety and accessibility across all road uses. Within the Design Guide itself, there are illustrations of applicable safety interventions for each context. For both the Urban Core and Urban Center contexts, MDOT SHA recommends "Right on Red Restriction, Reduces right turn injury crashes by 38%" [3], [4].

This legislation applies to only the most densely developed land use contexts identified by the SHA [2]

HB 381 is Naturally Limited in Scope

Maryland is home to many urbanized areas, MDOT SHA's graduated context areas provide sufficient granularity to separate truly urban areas from suburban. This bill will have real safety improvements around the state, serving a wide variety

of residents: Urban Core or Urban Center contexts exist in Cumberland, Hagerstown, Frederick, Annapolis, Rockville, Bethesda, Wheaton, Silver Spring, College Park and Ocean City in addition to Towson. Across the state, pedestrians and cyclists will see a small, but meaningful, improvement in their safety. Many, many state residents who are not themselves “Urban Core” residents will benefit from this safety improvement when they visit or vacation in Ocean City south of 29th Street.

#### Minor Amendments for Consistency and Collaboration

Bike Maryland would recommend that this prohibition be generalized to all turning motions when faced with a solid red signal. Unless otherwise prohibited, §21–202(i) of the Transportation Article of the Maryland Code allows for two turning motions against a solid red signal: a right turn or a left turn onto a one-way street from a one-way street. Although unusual in general, many state highways run as pairs of one-way streets through urban areas and this situation does exist within our state. Therefore, we recommend that the word “right” be removed from section (A) of the proposed legislation for consistency.

While HB 381 clearly requires the SHA to prohibit right on red, it does allow for an exception in the case where such a prohibition would significantly impair public safety. We recognize that our roadways vary widely through the state with unique situations that can lead to unanticipated consequences. It is the recognition of this complexity that causes us to request that the safety analysis must be publicly transparent and in collaboration with local jurisdictions.

Complex road networks can not be analyzed as if each intersection exists in a vacuum and must take into account the traffic flow mitigations that a local jurisdiction could apply to surrounding streets.

Position: Favorable with Amendments

We thank Delegates Lehman, Charkoudian, Healey, Taveras, and Terrasa for sponsoring this important safety legislation. We hope the committee finds these points helpful and convincing and we urge its members to vote in favor of HB0381, with our suggested amendments.

Thank you for your efforts and the opportunity for us to testify on this legislation

#### **Baltimoreans for People Oriented Places**

**Bicycle Advocates for Annapolis & Anne Arundel County (BikeAAA)**

**Bike Harford**

**Bike Maryland**

**Bikemore**

**Bike HoCo**

**Frederick Bicycle Coalition**

**Maryland Eastern Shore Trail Network**

**Washington Area Bicyclist Association (WABA)**

# **FINAL HB 381\_Urban Core and Urban Center Traffic C**

Uploaded by: Jordan Baucum Colbert

Position: FWA



## **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.

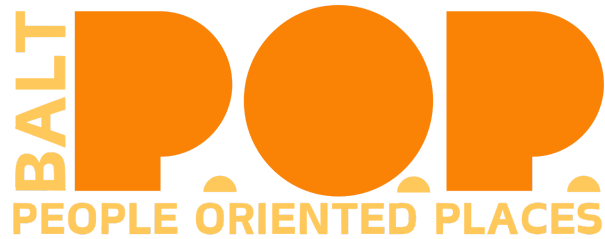
# **MGA 2026 Testimony Bill HB0381 (Urban - No Turn on**

Uploaded by: Michael Scepaniak

Position: FWA

Bill: HB0381

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



Position: **Favorable with Amendments**

Members of the Environment and Transportation Committee,

As a group that advocates for active transportation and human-scale development in the Baltimore region’s urban areas, BaltPOP supports the adoption of **evidence-based safety interventions** that improve safety for all road users, which is why **we support a prohibition of right-turn on red in urban core and urban center contexts**.

### **HB 381 codifies a policy that MDOT SHA has recommended for >5 years**

The Maryland Department of Transportation’s (MDOT) State Highway Administration (SHA) has recognized that the design of our state roads must adapt to the local land use context. In more densely-developed, mixed use areas there is significant opportunity for non-motorized transport along our roads and increased pedestrian use of adjoining sidewalks. Special care must be taken in these contexts to reduce the likelihood and severity of crashes between motor vehicles and vulnerable road users. Recognizing the need for a state-wide standard, SHA published their Context Driven Design Guide in 2020 [1].

The SHA defines 6 distinct land use contexts for consideration in adapting roadway design to the local environment, illustrated below:



*This legislation applies to only the most densely developed land use contexts identified by the SHA [2]*

Within each context, the MDOT SHA Context Driven Design Guide provides recommended safety interventions to balance the safety and accessibility across all road uses. Within the Design Guide itself, there are illustrations of applicable safety interventions for each context. For both the Urban Core and Urban Center contexts, MDOT SHA recommends “Right on Red Restriction, Reduces right turn injury crashes by 38%” [3], [4].

## **HB 381 is Naturally Limited in Scope**

Maryland is home to many urbanized areas, MDOT SHA's graduated context areas provide sufficient granularity to separate truly urban areas from suburban. The vast majority of Urban Core and Urban Center land use in Maryland is within Baltimore City limits. As Baltimore City controls all roads within their jurisdiction, the impact of this bill on SHA is limited and achievable in the time frame required. In fact, using the current MDOT SHA Context map overlay, the total signalized intersections on state roads in an Urban Center or Urban Core in Baltimore County is limited to just 8 intersections in Towson [5].

Nonetheless, this bill will have real safety improvements around the state, serving a wide variety of residents: Urban Core or Urban Center contexts exist in Cumberland, Hagerstown, Frederick, Annapolis, Rockville, Bethesda, Wheaton, Silver Spring, College Park and Ocean City in addition to Towson. Across the state, pedestrians and cyclists will see a small, but meaningful, improvement in their safety. Many, many state residents who are not themselves "Urban Core" residents will benefit from this safety improvement when they visit or vacation in Ocean City south of 29th Street.

## **Minor Amendments for Consistency and Collaboration**

However, BaltPOP would recommend that this prohibition be generalized to all turning motions when faced with a solid red signal. Unless otherwise prohibited, §21–202(i) of the Transportation Article of the Maryland Code allows for two turning motions against a solid red signal: a right turn or a left turn onto a one-way street from a one-way street. Although unusual in general, many state highways run as pairs of one-way streets through urban areas and this situation does exist within our state. Therefore, **we recommend that the word "right" be removed from section (A) of the proposed legislation for consistency.**

While HB 381 clearly requires the SHA to prohibit right on red, it does allow for an exception in the case where such a prohibition would significantly impair public safety. We recognize that our roadways vary widely through the state with unique situations that can lead to unanticipated consequences. It is the recognition of this complexity that causes us to request that **the safety analysis must be publicly transparent and in collaboration with local jurisdictions.** Complex road networks can not be analyzed as if each intersection exists in a vacuum and must take into account the traffic flow mitigations that a local jurisdiction could apply to surrounding streets.

## **Position: Favorable with Amendments**

We thank Delegates Lehman, Charkoudian, Healey, Taveras, and Terrasa for sponsoring this important safety legislation. We hope the committee finds these points helpful and convincing and we urge its members to **vote in favor of HB0381, with our suggested amendments.** Thank you for your efforts and the opportunity for us to testify on this legislation.

[BaltPOP - Baltimoreans for People-Oriented Places](#)

[1] MDOT SHA: "Context Driven: Access and Mobility for All Users 1.0" published Fall 2020. Available for download at

<https://experience.arcgis.com/experience/3476e680584c49e48303fe6d52ceeda9/page/Resources>

[2] *ibid*, pg. 6-7

[3] *ibid*, pg. 15 and 17

[4] MDOT SHA makes the following citation for this crash reduction claim: Right-on-Red Restrictions | Crash Modification Factors Clearinghouse. (2009, December). Permit right-turn-on-red. Retrieved from <http://www.cmfclearinghouse.org/detail.cfm?facid=376>

[5] MDOT SHA Context Zones map, available at

<https://maryland.maps.arcgis.com/apps/webappviewer/index.html?id=35aa8925aab490d9fc20f36df55961e> + Google Streetview survey

# **HB0381 - LOC - SHA - State Highway Administration**

Uploaded by: Patricia Westervelt

Position: INFO

February 12, 2026

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

***RE: Letter of Concern – HB 381 – State Highway Administration - Urban Core and Urban Center Traffic Control Devices - No Turn on Red***

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 381 but offers the following concerns for the Committee’s consideration.

As drafted, HB 381 requires the Maryland State Highway Administration (SHA) to install traffic control devices prohibiting right hand turns on steady red signals at each signalized intersection on a State highway in an urban core or urban center. SHA may choose not to install a traffic control device at a specific intersection if SHA determines that the installation of the traffic control device would significantly impair public safety. The work mandated by this legislation must be performed by July 1, 2029.

The SHA supports the strategic use of No Turn on Red (NTOR) restrictions as a tool to enhance pedestrian and bicyclist safety on our roadways. NTOR is recommended within SHA’s *Context Driven Guide* as an appropriate treatment in areas with higher levels of pedestrian activity and motor vehicle interaction, reducing conflicts between vulnerable road users and turning vehicles.

In alignment with MDOT’s Vision Zero objectives and the intent of HB 381, the SHA is committed to advancing transportation safety through safety initiatives, like the Pedestrian Safety Action Plan (PSAP) projects and other Complete Streets focused programs. SHA is implementing data-driven safety improvements across Maryland and is backed by more than \$400 million in funding in the six-year Consolidated Transportation Program (CTP). Furthermore, there are more than a dozen PSAP corridors across Maryland in various stages of project development, planning, and design, and one project is in active construction.

As written, HB 381 does not provide SHA with an appropriation or revenue mechanism for the required NTOR improvements. Based on a comprehensive review of the 133 intersections subject to the bill, the cost of installing NTOR restrictions across the State is estimated to be more than \$3.1 million. SHA does not have funds available for these projects. Therefore, SHA would need to reallocate funding within the existing capital program resulting in the delay or deferral of other critical safety projects programmed in the CTP.

Additionally, HB 381 does not consider circumstances where installation of the required traffic control devices requires significant modification or replacement to existing infrastructure. This work would

The Honorable Marc Korman  
Page Two

need to be completed by July 1, 2029, less than 3 years after the effective date of the bill. This timeline is not feasible with the resources currently available to SHA and will require reprioritization of other critical safety and system preservation projects.

Additionally, the bill provides an allowance to exclude the traffic control device installation, if the Administration determines that the installation would significantly impair public safety. The SHA performs traffic and engineering studies on all intersections to determine the optimal safety improvements for that location. Through this evaluation, SHA can identify the most effective countermeasures using sound data and engineering judgement with the support and consideration of the Context Driven Guidelines. While NTOR restrictions are a proven safety countermeasure, the bill does not contemplate that each intersection should be properly studied to determine if a countermeasure may impair public safety. Furthermore, resources to evaluate and analyze intersections are not included in the bill. Therefore, the bill presumes that the need for evaluation of potential impairments to public safety would be limited. SHA maintains that we should first conduct the appropriate evaluation and analysis of the intersection to determine potential public safety implications before presuming these risks are not present.

Finally, under current state law, Transportation Article § 2-103.1 defines the processes for counties to receive transportation investments as part of the statewide transportation funding prioritization process. This bill mandates SHA to fund projects exclusively in urban cores and urban centers, circumventing the CTP requirements in state law. SHA does not have funding to advance the additional projects required by HB 381. Therefore, SHA would need to reallocate programmed funds from other critical projects and safety improvements.

The Maryland Department of Transportation respectfully requests the Committee consider this information in its deliberation of House Bill 381.

Respectfully submitted,

April Moeller  
Director  
Office of Government Affairs  
Maryland State Highway Administration  
410-210-5780

Matthew Mickler  
Director  
Office of Government Affairs  
Maryland Department of Transportation  
410-865-1090