



MC 7-24 – Montgomery County – State Highway Intersections – Traffic Control
Devices

Washington Area Bicyclist Association – FAVORABLE

December 4, 2023

Chairs Kramer and Palakovich Carr and Members of the Montgomery County Delegation,

The Washington Area Bicyclist Association (WABA), an advocacy organization with 1,200 Maryland members, supports bill MC 7-24.

MC 7-24 would make No Turn on Red the default at state controlled urban intersections in Montgomery County and establish leading pedestrian intervals, that is, the pedestrian walk signal would illuminate in advance of a traffic signal's turning green, allowing crossing pedestrians to establish themselves in the crosswalk.

These changes will boost pedestrian and bicyclist safety. They complement Montgomery County's recently enacted Safe Streets Act of 2023, which applies only to county controlled intersections, and are consistent with Context Driven, an Maryland State Highway Administration's approach that centers on establishing safe and effective multi-modal transportation systems, elevating pedestrian and bicyclist safety. And they will help Maryland reach our state's Vision Zero goal of ending traffic fatalities and serious injuries by 2030.

Montgomery County's state highways are the most dangerous roads in Montgomery County, with high rates of pedestrian and bicyclist fatalities and serious injuries. This includes in the five county Urban Core areas designated in Context Driven – downtown Silver Spring, Bethesda, Friendship Heights, Wheaton, and Rockville – and in North Bethesda, an Urban Center. MC 7-24's explicitly referencing Context Driven mean the law will stay current if state urban designations are applied to other county areas, for instance to Gaithersburg or Germantown.

WABA urges you to support MC 7-24 and work in Annapolis in the coming months to enact it.

Thank you for the opportunity to testify on this legislation.

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