

M A R Y L A N D
Bicycle and Pedestrian Advisory Committee



Date: January 10, 2025
To: Governor Wes Moore and Maryland State Agencies
From: Maryland Bicycle & Pedestrian Advisory Committee
Subject: Bicycle & Pedestrian Safety Legislation Recommendations

In accordance with the requirement stating that the Maryland Bicycle and Pedestrian Advisory Committee (MBPAC), through the Legislative Subcommittee, advises State government agencies on issues directly related to bicycling and pedestrian safety and activity, the MBPAC has reviewed legislation offered for the 2025 session in Annapolis and recommends SUPPORT for the following bills:

- a. HB0007 - Vehicle Laws - Bicycles - Operation at Intersections
- b. HB0020 (SB0198) - Transportation - Consolidated Transportation Program - Prioritization (Transportation Investment Priorities Act of 2025)
- c. HB0178 (SB0133) - Vehicle Laws - Stopping, Standing, or Parking in a Bike Lane or Bicycle Path - Prohibition
- d. HB0084 - Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)
- e. HB0182 (SB0118) - Motor Vehicles - Speed Monitoring Systems - Penalties
- f. HB0234 - Vehicle Laws - Injury or Death of Vulnerable Individual – Penalties
- g. HB0375 - Bicycles, Play Vehicles, and Unicycles - Authorizations and Requirements
- h. HB0422 - Vehicle Laws - Bicycles, Play Vehicles, and Unicycles - Crosswalks

After our review, we recommend the Administration OPPOSE the following bill:

- a. SB0014 - Vehicle Laws - Electric Bicycles - Certificate of Title, Registration, and Insurance

Anticipated bills:

- Contributory Negligence - Carve out for Vulnerable Road Users
- SHA Urban State Highway Speed Limits (expected to be same as 2024 HB278)
- SHA Maintenance of Sidewalks and Side paths (similar to 2024 HB389)
- E-Bike Rebates

We believe these upcoming filed and anticipated bills advance safety for people of all abilities traveling on foot, bike, or other mobility devices in keeping with Maryland's commitment to Zero Road Deaths, Complete Streets, a cleaner environment, improved health, and equitable transportation choices.

The Committee would be pleased to discuss with the Administration the advice offered for additional insights or understanding of these recommendations. We look forward to continuing to work cooperatively with the Administration in all matters related to pedestrians and cyclists and appreciate the Administration's support.

Sincerely,



The Maryland Bicycle and Pedestrian Advisory Committee Jonathan B. Morrison, Chair
And the Maryland Bicycle and Pedestrian Advisory Committee Legislative Subcommittee