BIKE MARYLAND

2025 LEGISLATIVE RECAP

PRESENTED BY

Peter Gray, Chair of Bike Maryland



OUR MISSION

To promote bicycling, increase safety, improve conditions, and provide a voice for bicyclists in Maryland. Established in 1999, we are 100% volunteer-driven.

WHO WE WORK WITH & WHY

Advocacy organizations, state and local government, universities, businesses and communities to make bicycling a safe form of transportation and a fun recreational opportunity for all.

OUR LEGISLATIVE WORK

Bike Maryland spends significant time advocating in Annapolis for stronger state bicycling policies and legislation.

This year's legislative session ended on Monday, April 7th. Several Bike Maryland-supported bills passed both chambers and were signed into law by the Governor!



Priority Bills

- Bikes on Sidewalks passed and signed into law by the Governor
- 4 bills passed the House only
  - Bicycle Safety Yield
  - Transportation Climate Alignment Act of 2025
  - Vulnerable Road User Enhanced Safety Act
  - Bicyclist Safety Start

BILLS THAT WERE

Passed and Sent to Governor Moore

HB0375/SB392

Bikes on Sidewalks

HB628

Sidewalks and Bicycle Pathways – Construction & Reconstruction (vetoed by the Governor)

HB182/SB118

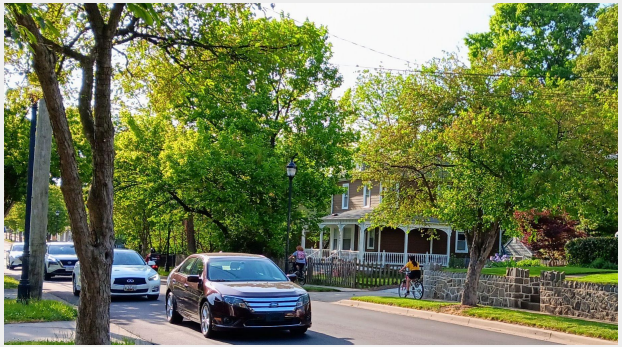
Graduated Speed Camera Fines

SB600/HB1226, HB1173 & HB349/SB485

Baltimore City, Montgomery County and Prince George's County Local Bills

HB375 / SB392

Bikes on Sidewalks





ABOUT THE BILL

Flips the State's default to permit bikes on sidewalks statewide unless prohibited by local ordinance (which hopefully will be confined to very specific locations).

Requires people on bikes to yield the right-of-way to pedestrians and people using mobility devices on sidewalks and in crosswalks.

SPONSORED BY

Delegate Dana Jones & Senator Jeff Waldstreicher

RESULT

Passed the House 134-2. Passed Senate 45-2. Signed into law by Governor Moore.

A good example of why some bills take 3+ years to pass through the legislature.

HB628

Sidewalks and Bicycle Pathways – Construction & Reconstruction

ABOUT THE BILL

MDOT SHA must prioritize projects on, or along, streets subject to a complete streets policy or a similar Vision Zero plan.

SHA may fully fund the cost to acquire rights-of-way for sidewalks or bicycle pathways projects, where they find a substantial public safety risk or significant impediment to pedestrian access.

SPONSORED BY

Delegates Anne Healey, Ashanti Martinez & Nicole Williams

RESULT

Passed the House 133-2. Passed the Senate 42-0. Vetoed by Governor Moore.



HB182/SB118

Graduated Speed Camera Fines

ABOUT THE BILL

Creates graduated fines for automated enforcement of speed limits. Previously, fines were uniform, regardless of how much a driver exceeded the speed limit, up to $40. This is similar to the graduated fines in work zones enacted last year.

MDOT SHA must also convene a workgroup on best practices for speed monitoring systems in school zones.

SPONSORED BY

Delegate Vaughn Stewart & Senator Jeff Waldstreicher

RESULT

Passed the House 100-37. Passed the Senate 35-11. Signed into law by Governor Moore.



SB600/HB1226

Baltimore Stop Sign Monitoring*

ABOUT THE BILL

Allows automated enforcement of stop signs located in school zones in the City of Baltimore.

HB1173

Montgomery County – Speed Monitoring Systems – High-Risk Highways*

ABOUT THE BILL

Allows speed cameras on streets identified with a high risk for crashes that result in serious injury or death.

Fines will be used for the study, design, and construction of safety-related projects on these high-risk streets.

HB349/SB485

Prince George's County – Speed Monitoring System on MD 210*

ABOUT THE BILL

Allows graduated speed camera fines on MD 210 (Piscataway Highway).

This bill took several years to pass both the House and Senate and will hopefully slow traffic on a road that has seen many crash deaths in recent years.

* All signed into law by Governor Moore.

BILLS THAT

Passed the House Only

HB7/SB627

Bicycle Safety Yield

HB84/SB395

Transportation and Climate Alignment Act of 2025

HB234/SB385

Vulnerable Road User (VRU) Enhanced Safety Bill

HB178/SB133

No Stopping, Standing, or Parking in a Bike Lane

HB422

Bicycle Safety Start

Why did these bills stall in the Senate?

HB7 / SB627

Bicycle Safety Yield

ABOUT THE BILL

Would allow bikes to treat stop signs as yield signs, making biking through intersections safer by making cyclists more visible to cars.

Followed 2022 fact sheet and a more thorough analysis in 2024 from the National Highway Traffic Administration endorsing other state laws adopting this policy. 12 other states and DC now have such laws. MDOT supported the bill.

SPONSORED BY

Senator Will Smith & Delegates Regina Boyce & Vaughn Stewart

RESULT

The bill passed in the House 126-11.The Senate JPR committee voted unfavorable on the bill 8-3.



HB84 / SB395

Transportation & Climate Alignment Act of 2025

ABOUT THE BILL

Would create a significant and positive shift in how the State evaluates transportation projects. Requires MDOT and regional planning agencies to measure and mitigate any increases in climate pollution and vehicle miles travelled (VMT) caused by planned highway expansion projects costing over $5 million (amended during the session to $100 million).

Mitigation actions could include expanding access to mass transit, building protected bike infrastructure, expanding remote work options or locating jobs and amenities near where people live.

SPONSORED BY

Delegate Mark Edelson & Senators Shelly Hettleman and Dawn Gile

RESULT

Passed the House 102-37. The bill was referred to the Senate Budget and Taxation Committee, but did not receive a committee vote.

HB234 / SB385

Vulnerable Road User (VRU) Enhanced Safety Act

ABOUT THE BILL

Would promote greater consistency in Maryland traffic law penalties for crashes involving the serious injury or death of vulnerable road users. The bill would update the Vulnerable Road User law the General Assembly passed in 2021 to include additional penalties that were included under the Sarah Debbink Langenkamp Memorial Act, which passed last session and exists also in the law protecting pedestrians in a crosswalk, adding the penalties of imprisonment not exceeding 2 months or a fine not exceeding $2,000, or both.

SPONSORED BY

Delegate Dana Stein & Senator Sarah Love

RESULT

The House passed the bill with amendments 137-0. The bill was referred to the Senate Judicial Proceedings committee, but did not receive a committee vote.

HB178 / SB133

No Stopping, Standing, or Parking in a Bike Lane

ABOUT THE BILL

This common sense bill would add bike lanes to the list of places where stopping, standing, or parking a motor vehicle is prohibited.

SPONSORED BY

Delegate Michele Guyton & Senator Anthony Muse

RESULT

The bill passed the House 120-15 with amendments. Unfortunately, one of the amendments undermined the purpose of the bill and would have allowed drivers to stop, stand, or park in a bike lane for up to 30 minutes to pick up or deliver goods. The bill was referred to the Senate Judicial Proceedings committee, but did not receive a committee vote.



HB422

Bicyclist Safety Start

ABOUT THE BILL

Would allow bicyclists in a travel lane to proceed when the WALK signal in their direction illuminates, including on a leading pedestrian interval, which shows the walk signal several seconds before the traffic light turns green. This improves safety by increasing visibility of crossing pedestrians, reducing conflicts between pedestrians and vehicles, increasing the likelihood of motorists yielding to pedestrians, and enhancing safety for pedestrians who may be slower to start into the intersection.

SPONSORED BY

Sponsored by Delegate Julie Palakovich Carr

RESULT

The House passed the bill 133-0. Since the House passed the bill after Crossover Day, it was referred to the Senate Rules Committee.



BILLS THAT

Did Not Pass Either Chamber

HB594

Contributory Negligence

HB811/SB526

Safe Alternative Routes to Public Schools

Why did these bills fail to progress?



HB594

Civil Actions – Motor Vehicle Accidents Involving Vulnerable Individuals – Comparative Negligence

ABOUT THE BILL

Maryland is only one of four states, plus Washington, D.C. (which has an exception for vulnerable road users), that follow the contributory negligence legal doctrine. Under contributory negligence, if a plaintiff (i.e., the injured party) is found to have contributed to their own harm or injury, they cannot recover any damages from the defendant, regardless of the defendant's negligence.

This bill would create an exception for vulnerable road users (VRU) injured by a negligent driver similar to a statute enacted in D.C. An injured VRU could collect damages, reduced by the negligence/fault attributed to the VRU.

SPONSORED BY

Delegate Elizabeth Embry



HB811 / SB 198

Safe Alternative Routes to Public Schools

ABOUT THE BILL

Would require school boards to prepare an annual report for each school that has students that must walk to school, identifying the safe alternative routes to school (i.e., roads with sidewalks and crosswalks at intersections, bike paths, and footpaths) those students can use to reach the school. The bill would require publication of the report on the county's website and require counties to build sidewalks and install crosswalks to fill gaps in the safe alternative routes students need to reach their schools.



SPONSORED BY

Delegates Delegates Terrasa, Charkoudian, Feldmark, Kaufman, R. Lewis, Patterson, and Ziegler & Senators Aruthur Ellis and Karen Lewis Young

WHAT'S NEXT?

- Create list of bills for next year - crowdsource ideas from advocates
- Re-submit some of the bills from the 2025 session
- Talk to key legislators on ENT (House) and JPR (Senate) committees
- Enlist support from MDOT, DNR, and MdTA
- Invite advocates to join Monday evening meetings
- Scope out events where State Delegates and Senators will be in attendance
- Post reminders on social media about our recent successes

RESOURCES & FURTHER READING

- Bike Maryland website
- Bike Maryland's full 2025 legislative recap
- NHTSA fact sheet on bicyclist stop-as-yield (2022)
- NHTSA analysis on bicyclist stop-as-yield laws (2024)
- MDOT SHA Leading Pedestrian Intervals



Become a member!

https://www.bikemaryland.org/support/support-bike-maryland/

Volunteer!

https://www.bikemaryland.org/support/volunteer/