



2026 Bike Symposium

February 17, 2026

[Bike Maryland](#) is a 100% volunteer-driven nonprofit organization, formed in 1999.



Our mission is to promote bicycling, increase safety, improve conditions, and provide a voice for bicyclists in Maryland.

We work with partnering 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.

Become a member!

<https://www.bikemaryland.org/support/join/become-a-member/>

Prior to the 2026 Legislative Session

- Set Priorities in December 2025 - What bills to back
- Met with Potential Sponsors
- Coalition of local advocacy groups have been meeting since spring 2025



Prince George's County Students

Washington Area Bicyclist Association Vision Zero Leadership Institute

Prince George's County High School Students meet weekly throughout the school year, receiving a stipend for their participation

The students do walk audits and meet with electeds and transportation professionals



Some Advocacy Basics for in-person meetings

- Build relationships with your delegates and senator.
- Speak from personal experience and be authentic! Paint a picture that your electeds can remember... and maybe re-use in their own speeches, etc
- Take notes at meetings, and photos. Politicians love selfies. Post to your socials and tag them.
- After you talk: leave the handout and follow up with a friendly email thank you.
- If a bill passes, be sure to follow up again.
- After session is over, circle back on the bills again if you can



Advocacy does not end after the Symposium, or even after the legislative session is over

- Talk to your delegates and senators year round about biking issues
- Invite them to meet with you... or even ride bikes together!
- Give them some reasons why safe biking and access to trails matters to you
- You can also track bills on your own and submit written testimony
- Check out Bike Maryland's "how-to" on this topic



Bike Maryland Priority Bills for 2026

- Bicyclist Safety Start
- Intelligent Speed Assistance
- No stopping, standing, or parking in a bike lane
- Vulnerable Road User Protection Act of 2026
- Contributory Negligence Reform for Vulnerable Road Users
- Transportation and Climate Alignment Act of 2026



Bicyclist Safety Start ([HB177](#) / [SB155](#))

Sponsored by: Delegates Palakovich Carr, Lehman & Ruth
Senator Waldstreicher

- This bill allows people on bikes to proceed on the WALK signal.
- Allows people on bikes to use leading pedestrian interval (LPI), a 4-7 second head start before cars receive a green light.
- Makes bike crossings more visible.
- Reduces conflicts with turning drivers.
- LPIs are being implemented by MDOT SHA and are included in their toolkit of proven traffic safety measures.





Intelligent Speed Assistance ([HB107](#) / [SB366](#))

Sponsored by Delegate Allen & Senator Waldstreicher

- Creates Intelligent Speed Assistance (ISA) pilot program targeting high-risk drivers.
- ISA technology helps drivers stay within posted speed limits.
- Under this bill, drivers with serious speeding or reckless driving violations would be required to install the technology in their vehicles — improving road safety for everyone.



No Stopping, Standing, or Parking in a Bike Lane ([HB1381](#))



Sponsored by: Delegate Guyton

- Bike Maryland supports a simple, statewide rule: no stopping, standing, or parking in bike lanes.
- Bike lanes exist to move people safely — they are not parking or loading zones.
- The bill's 30-minute loading and unloading exception should be removed — it undermines the bill's core purpose and creates exactly the kind of unsafe conditions the law is meant to prevent.



Vulnerable Road User (VRU) Protection Act of 2026 ([HB256](#) / [SB 487](#))



Sponsored by: Maryland Department of Transportation (MDOT) State Highway Administration (SHA) & Senator Henson

- Allows speed camera enforcement in safety corridors.
- Safety corridors are state road segments identified by MDOT SHA as an area of high risk to vulnerable road users (VRUs) in a VRU safety assessment prepared pursuant to federal law.



Contributory Negligence Reform for Vulnerable Road Users ([HB466](#))

Sponsored by: Delegates Embry, Bagnall, Boyce, Fair, Feldmark, Kaufman, Lewis, Moreno, Palakovich Carr, Simmons, Stinnett, and Terrasa

- 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.



Transportation and Climate Alignment Act of 2026 ([HB437](#) / [SB59](#))



Sponsored by: Delegate Edelson & Senator Hettleman

- Improves transportation planning to give Marylanders more, affordable options to travel.
- Requires highway expansion projects over \$100 million to offset increased emissions and vehicle miles traveled through investments in transit, bike and pedestrian infrastructure, transit-oriented development, and solar energy.



Shared Use Path

✓ RETAINED FOR FURTHER CONSIDERATION

- The MDTA will consider the safe inclusion of a shared use path along a new bridge.
- A shared use path across a new Bay Bridge would be:
 - a two-way ped/bike facility, and
 - separated from travel lanes/shoulders by a physical barrier with a fall protection system.
- A shared use path could span the full length of the bridge or only partial length from one shore.

Mario Cuomo (Tappan Zee) Bridge (NY)



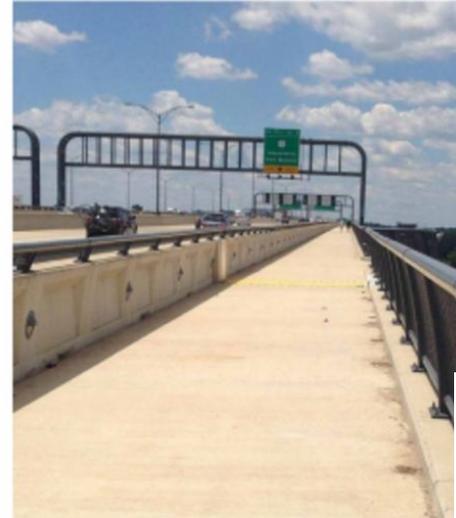
Source: Adobe Stock Photos

Oakland Bay Bridge (San Francisco-Oakland Bay, CA)



Source: Photo by TrailLink user tommyorbike, courtesy of Rails-to-Trails Conservancy

Woodrow Wilson Memorial Bridge (MD)



Source: Photo by TrailLink user mdeplenty, courtesy of Rails-to-Trails Conservancy

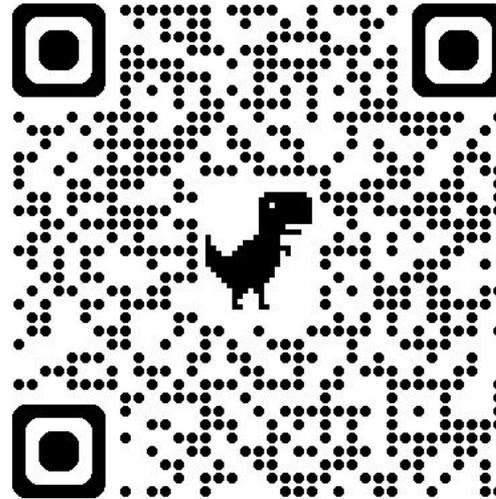
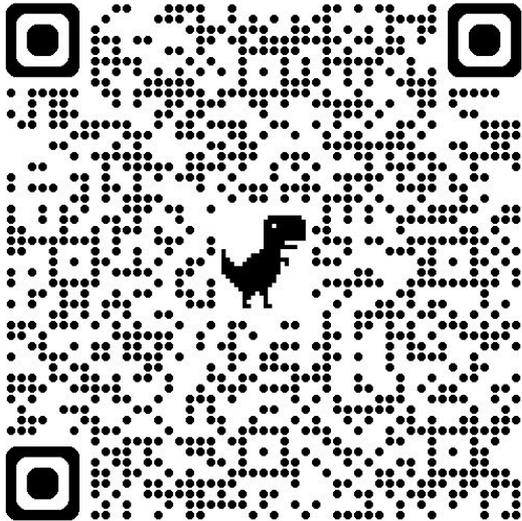


Advocacy Background

www.bikeaaa.org/2026/01/29/speak-up-for-a-separated-bicycling-and-walking-path-across-the-chesapeake-bay-bridge-replacement/

MDTA Study & Public Input

www.baycrossingstudy.com





QUESTIONS ABOUT E-BIKES?



E-BIKE

E-Bikes are bicycles equipped with operable pedals and an electric motor of 750 watts or less.

CLASS 1
PEDAL ASSIST ONLY
SPEEDS UP TO 20 MPH

CLASS 2
THROTTLE OR PEDAL ASSISTED
SPEEDS UP TO 20 MPH

CLASS 3
PEDAL ASSIST ONLY
SPEEDS UP TO 28 MPH
(Must be 16 or older to operate on roadway)



E-SCOOTER

E-Scooters are two-wheeled devices with handlebars, a floorboard for standing, and an electric motor.

They are limited to 20 mph on level ground and may be used on roads with a speed limit of 50 mph or less.

E-Scooters may be allowed on shared-use paths where bicycles are permitted unless posted otherwise. Sidewalk use is generally permitted unless prohibited by local ordinance.



E-MOTOS

Electric motorcycles or mopeds (E-Motos) exceed the power and speed limits of E-Bikes and are treated as standard motorcycles or mopeds under Maryland law. May not have operable pedals.

They require a valid license, registration, and insurance. Helmets are mandatory for all riders and passengers.

E-Motos are not allowed on bicycle or multi-use trails. They must follow all laws, including lighting and safety requirements.

Anne Arundel County permits Class 1, 2, & 3 E-Bikes, and E-Scooters on paved trails such as the B&A, BWI, and Broadneck Trails.

Trails are for both recreation and transportation. Riders must yield to pedestrians, announce when passing, and stay to the right.

All trail riders must obey the posted 15 mph speed limit.

E-Bikes & E-Scooters are allowed on most roads and trails where bicycles are permitted. Riders must obey all traffic laws and follow posted signs.

E-Motos are prohibited on trails. Valid license, registration and insurance are required for road use.



Front and Rear Lights



RECOMMENDED SAFETY EQUIPMENT

*NTA 8776 certified helmets are recommended for greater protection when operating an E-Bike.

**Helmets are required by law for riders under 16.



Audible Bell or Horn



How to Achieve Progress on Bike Infrastructure

Chris Eatough

Bike and Pedestrian Coordinator
Howard County Office of Transportation

Has worked on the:

- BikeHoward Master Plan
- WalkHoward Master Plan
- Howard County Complete Streets Policy
- Howard County Complete Streets Design Manual



Join the Bike Bus Movement

Ema Perez

Planner, Montgomery County

<https://montgomeryplanning.org/blog-design/2025/09/building-community-one-bike-ride-at-a-time/>





Bike Maryland would like to thank our sponsors:

Mark Braun | Wayne Clark | Deborah Hopkins | Ed McFarland | Jarrett Stoltzfus | Robert Walsh

