



BIKE MARYLAND

2026 LEGISLATIVE RECAP

PRESENTED BY

Peter Gray, Chair of Bike Maryland
Dan Behrend, Board Member, 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.

Support our Efforts Membership and Merchandise:





OUR LEGISLATIVE WORK

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

The 2026 legislative session ended on Monday, April 13th. Several Bike Maryland-supported bills passed both chambers and were signed into law by the Governor.



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

- Also held a Bike Symposium in February 2026 at the State House with several elected officials in attendance and participation from advocates across the state

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



Results:

- Two of our priority bills were passed
- Four additional bills regarding bike and pedestrian safety across the state were passed
- Two local level bills were also passed





Bills that Passed and were Sent to Governor Moore



Passed and Sent to Governor Moore:

(HB107 / SB366)

Intelligent Speed Assistance

Creates an Intelligent Speed Assistance (ISA) pilot program targeting high-risk drivers. ISA technology helps drivers stay within posted speed limits. Under this new law, drivers with serious speeding or reckless driving violations will be required to install the technology in their vehicles, similar to ignition interlock devices for repeat DUI drivers — improving road safety for everyone. House of Delegates 99-31 and the Senate 38-9.



BILLS THAT WERE

Passed and Sent to Governor Moore

(HB256 / SB487)

Vulnerable Road User (VRU) Protection Act of 2026

Allows speed camera enforcement in safety corridors — state road segments identified by MDOT SHA as an area of high risk to VRUs in a VRU safety assessment prepared pursuant to federal law. MDOT initiated this bill. The House of Delegates passed the amended bill 98-34. It passed the Senate 31-11.



BILLS THAT WERE

Passed and Sent to Governor Moore

(HB1504)

Honorable Anne Healey Pedestrian Safety Act of 2026

The bill requires the State Highway Administration (SHA) to prioritize funding for sidewalk and bicycle pathway construction in areas subject to Complete Streets policies or Vision Zero programs. Local governments must formally request such funding through their annual priority letter to MDOT. The House passed it with amendments 136-0. The Senate passed the bill 44-0.



BILLS THAT WERE

Passed and Signed by Governor Moore

(HB286 / SB38)

Ignition Interlock Device placement

Allows drivers 21 and older who violate an alcohol restriction on their license to enroll in the Ignition Interlock System Program (IISP) without appearing before an administrative law judge. Currently, this option is only available to drivers under 21. The House of Delegates passed the bill 133-1. The Senate passed the bill 39-0. The bill was approved by the governor April 14.



BILLS THAT WERE

Passed and Sent to Governor Moore

(HB212 / SB111)

Vehicle Laws: Out-of-State Vehicles – Improper Registration

Authorizes stricter enforcement against MD residents who register their vehicles in other states. It gives the MVA and local jurisdictions the authority to confiscate out-of-state or fake license plates from residents who aren't in compliance, and establishes a process to warn and fine owners of improperly registered vehicles. (continued)



BILLS THAT WERE

Passed and Sent to Governor Moore

(HB212 / SB111) (continued)

Owners who don't come into compliance within 120 days could have their vehicle booted or impounded. Permits the MVA Administrator to enter into agreements with other jurisdictions for reciprocal enforcement of traffic camera and speed monitoring violations. Bans title service agents from helping MD residents obtain out-of-state registrations.

The House passed it with amendments 117-20. The Senate passed the bill, with the House amendments, 46-0.



**Bills that
passed only one
chamber**



BILLS THAT

Passed in only one chamber

Why did these bills stall ?

(HB437 / SB59)

Transportation & Climate Alignment Act of 2026

Would have improved transportation planning to give Marylanders more, affordable options to travel. Required 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.

The House of Delegates passed the bill with amendments 93-39. The Senate Budget & Taxation Committee reported the bill favorable with additional amendments, but the Senate did not pass the bill before the session ended.



No Stopping, Standing, or Parking in a Bike Lane



Would add bike lanes to the list of locations where stopping, standing, or parking a motor vehicle is prohibited. We worked with the bill's sponsor to narrow a concerning exception that would have allowed drivers to stop, stand, or park in bike lanes to pick up or deliver goods — limiting the exception to localities where local law expressly permits such behavior. A subsequent amendment introduced an overly broad exception for construction and maintenance vehicles, undermining the bill's core purpose and contradicting existing law in Baltimore City.



The bill passed the House 117–19 with amendments. The amended bill was referred to and heard in the Senate Judicial Proceedings Committee, but did not receive a committee vote.



(HB177 / SB155)

Bicyclist Safety Start

Bill would allow people on bikes to proceed on the WALK signal, including during a leading pedestrian interval (LPI). This makes bike crossings more visible and reduces conflicts with turning drivers at intersections where many crashes occur.

LPIs give pedestrians a 4–7 second head start before vehicles receive a green light. MDOT SHA and several local jurisdictions are already deploying LPIs as part of their pedestrian safety initiatives. LPIs are included in MDOT SHA's toolkit of proven traffic safety measures.

The House of Delegates passed the bill 134-0 and was referred to the Senate Judicial Proceedings committee (JPR), but did not receive a committee vote. The Senate crossfile SB155 was heard in JPR but never got a committee vote.





Bills that Did Not Pass Either Chamber

Contributory Negligence Reform for Vulnerable Road Users (VRUs)

Maryland is one of only four states and D.C. that follows the legal doctrine of contributory negligence. Under this doctrine, an injured person who is found partially at fault for their own injury cannot recover any civil damages from the other party, no matter how negligent that other party was.

This bill would create an exception for vulnerable road users (similar to a law passed in DC in 2016) — such as cyclists and pedestrians — who are injured by a negligent driver. Rather than being completely barred from compensation, an injured VRU's recovery would simply be reduced in proportion to their share of fault. Under the same example, a VRU found 1% at fault, could still recover 99% of their damages.

After the House Judiciary Committee hearing, the committee referred it for interim study by the Maryland Insurance Administration.





Local Bills

HB601

Stop Sign Monitoring Systems

**Rockville/
Gaithersburg**

Authorizes stop sign monitoring systems in school zones in the City of Gaithersburg and the City of Rockville.

The House of Delegates passed the bill 95-28. The Senate passed the bill 32-11.*

* Sent to Governor Moore.

HB938

Crosswalk Monitoring Systems

**Anne Arundel,
Montgomery, and Prince
George's Counties**

Authorizes crosswalk monitoring systems if authorized by local law.

The House of Delegates passed the amended bill 105-31; was referred to the Senate JPR committee, but did not receive a committee vote.





WHAT'S NEXT?

- Create list of bills for next year - crowdsource ideas from advocates
- Re-submit some of the bills from the 2026 session
- Talk to key legislators on ENT (House) and JPR (Senate) committees
- Enlist support from MDOT, DNR, MdTA & law enforcement
- 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 2026 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/>