



SB0514: State Highways - Sidewalks and Bicycle Pathways - Maintenance and
Repair
Senate Judicial Proceedings Committee
Terps For Bike Lanes – FAVORABLE

February 18, 2024

Chair Smith and Committee Members,

I am writing to express Terps For Bike Lanes's strong support for repealing the mandate for a political subdivision to maintain and repair specific sidewalks constructed by developers in industrial, commercial, or apartment areas along state-maintained highways, as well as the obligation to maintain sidewalks and bicycle pathways constructed or reconstructed during urban highway projects or in response to local government requests. Our advocacy efforts encompass several areas, including the establishment of new bike lanes and paths, the enhancement and maintenance of existing bike facilities, and the development of bike infrastructure in areas where it is currently insufficient or absent. To drive these improvements, our organization actively engages with key stakeholders, including students, the University of Maryland Department of Transportation Services (DOTS), Facilities Management (FM), and the City of College Park.

By repealing the mandate for maintaining specific sidewalks, resources can be redirected towards the creation and maintenance of dedicated bike lanes and pathways. This shift aligns with our organization's primary goal of promoting safe and accessible biking infrastructure. Dedicated bike lanes and pathways contribute significantly to the safety of cyclists by providing designated spaces away from vehicular traffic. Reallocating resources towards these facilities will help create safer environments for biking enthusiasts, commuters, and students alike. Investing in bike infrastructure encourages more individuals to choose biking as a mode of transportation, promoting physical activity, reducing carbon emissions, and alleviating traffic congestion. Removing barriers to maintaining specific sidewalks supports this broader goal of promoting active transportation options. Our organization actively collaborates with stakeholders such as students, transportation departments, and local government bodies to advocate for bike-friendly policies

and infrastructure improvements. Repealing the mandate aligns with the shared goals of enhancing bike infrastructure and fosters collaboration among various stakeholders towards achieving these objectives. In areas where bike infrastructure is lacking or inadequate, reallocating resources towards developing bike lanes and pathways addresses critical infrastructure gaps. This is especially crucial in urban areas where the demand for alternative transportation options is high but the infrastructure is lacking.

We urge a Favorable committee report on this legislation and encourage the Senate to pass it on the floor. Thank you for the opportunity to testify.

Sincerely,

Nicholas Marks

President, Terps For Bike Lanes

terps4bikelanes@gmail.com