

SB68

Uploaded by: Bianca Floyd

Position: FAV

My name is Bianca Floyd.

Donnell Floyd Jr. was my nephew.

I am submitting this text in support of **SB0068** which will promote driver awareness of motorcycle visibility, proper lane positioning, safe following distances around motorbikes, and methods to prevent crashes with motorcycles.

First, I'd like to note that my background is in public history, particularly the history of Prince George's County and the state of Maryland. This year we will be celebrating the 250th year of this nation's founding. The creation of roads during the colonial period in Maryland is of course, a major factor in the growth and prosperity of the state. It will continue to be. The method of transportation is different, but the objectives are the same.

One of the last conversations I had with my nephew was to encourage him to do more touring on his motorcycle. I had this vision that he would put a Go Pro camera on his helmet, and on his bike and share the best trails Maryland had to offer with the world, and then go see the US, and the world, if possible on two wheels. Of course, the state of Maryland has some exceptional places for motorcycle travel and tourism and I was a bit envious of the attention given to the Blue Ridge Parkway's "Tail of the Dragon" and all the attention given to Moab.

I talked to him about the bikers who travel around this country, and the world. I'm retired and YouTube is one of the ways I get to see places. He expressed an interest, but not yet. He had a family. He worked a full-time job. He was enjoying his life. I just assumed that one day he'd ride through Blue Ridge Parkway and film it for his aunt. I am watching bikers tour the world. Itchy Boots of the Netherlands who is in China. Joe Ryan, an Australian, who is in the U.S. posting videos from Washington State.

This bill will educate, promote and present the State of Maryland as a safe place to travel whether locally or statewide, by whatever mode of transportation you use. It says to the state, the country, and the world that we have transportation awareness, whether you are traveling on four wheels or two, and we welcome you to Maryland.

I grieve for my nephew, and yet when I watch my favorite riders like Joe Ryan or Noraly Schoenmaker (ItchyBoots) riding their motorcycles around the world, I think about him and I smile.

Passage of this bill, for me, is an indicator that we are transportation safety educated, responsible, and ready for bikers, whether you riding along the beltway or the Maryland Panhandle History Run out of Frederick, Maryland.

I ask for your support for this bill. Not just for the memory of my nephew, but for Maryland residents and for motorcycle riders, and tourists traveling on two wheels visiting our beautiful state. We want to be safe, aware and welcoming.

D Torch Road Safety act.pdf

Uploaded by: Christina Barnes

Position: FAV

Good day everyone,

My name is Cris, though most people know me as Storm or Bubblez in the community. I am here today to speak as a motorcyclist and as someone who has experienced firsthand the dangers riders face on Maryland's roadways. I'm in strong support of Senate Bill SB0068, the D Torch Motorcycle Road Safety and Awareness Act.

This bill addresses a critical and ongoing issue where motorcycle safety is too often compromised not by rider error, but by driver inattention and lack of awareness. D Torch Motorcycle Road Safety and Awareness Act seeks to correct that by requiring the Maryland Motor Vehicle Administration to include motorcycle safety awareness questions on the driver skills examination which would cover visibility, lane positioning, safe following distances, and crash prevention. Too many riders are seriously injured or killed in collisions with other vehicles whose drivers fail to see, understand, or properly react to motorcycles on the road. This is not an abstract policy change; it is a life-saving measure.

As a rider, I have experienced numerous close calls and serious accidents because drivers "didn't know." I've had a driver pull out of an apartment parking lot directly onto a main road without looking, another drifted into my lane while on a cellphone, and another drove toward me head-on while she was on the wrong side of the road totaling out my bike and almost taking my life. In one of my most recent accidents, I was told simply, "She didn't see me." In each situation I was left with a damaged motorcycle and either fractures, bruised ribs, burns, broken bone and/ or other injuries while the driver walked away without a scratch.

While my physical injuries have almost all healed, the emotional loss did not. The person who taught me not only how to ride better, but how to survive on two wheels; my friend, my heart, my teacher, my other half and the man that vowed to keep me safe; was struck and killed just over a month after my own accident. He was struck by an elderly driver making a left turn that could have merely waited. So due to this gentleman a great person is not here today, but I am. And I stand before you daily trying to be strong, resolute, and committed to fighting for this bill and bringing awareness right next to his mom so that others do not have to endure the pain of losing someone they love because drivers "didn't know." One of the best riders I have ever known can not be here. Even the best training nor the best rider can overcome a driver who does not understand motorcycles. A motorcycle cannot win against a vehicle, and ignorance should no longer be an excuse.

Motorcycle collisions are not rare, and the data supports the need for legislative action. According to the National Highway Traffic Safety Administration, motorcyclists are 28 times more likely to die in a crash than passenger vehicle occupants, and they are 5 times more likely to be injured. In a majority of motorcycle-involved crashes, the car or truck driver is found to be at fault due to inadequate attention, turning errors, or failure to yield the right of way. States that have implemented enhanced awareness campaigns and rider education programs have seen measurable reductions in motorcycle collisions involving other vehicles. When drivers are taught what to look for and how to safely share the road, crashes decrease.

Bill SB0068 is a simple, effective solution. Education saves lives. It equips drivers with the knowledge they need and gives riders a better chance to make it home. If drivers understand how to properly “look twice” and interact safely with motorcycles, we save lives. It tackles both prevention and accountability. It is not enough to expect riders alone to shoulder responsibility for their safety; we must ensure that all road users are equipped to share the road with knowledge and awareness.

In closing, I respectfully urge the members of this committee and the Maryland Legislature to support D Torch Foundation and vote in favor of Senate Bill SB0068, D Torch Motorcycle Road Safety Act. This Bill honors the memory of riders we have lost, protects those who ride today, and ensures that families across Maryland do not have to suffer needless loss tomorrow. Take appropriate measures so more riders make it home to their families because mine didn't make it back home to me.

Thank you for your time and consideration.

Mayor Darlene Taylor - SB0068 - City of Crisfield

Uploaded by: Darlene Taylor

Position: FAV

Darlene Taylor, Mayor
City Council:
Eric Banks, Council V.P.
Ivan Lankford
Casey Goldsborough
LaVerne Johnson
Hitesh Patel

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1/25/26

Written Testimony in Support of Senate Bill SB0068
D TORCH Road Safety Act

Chair, Vice Chair, and Members of the Committee,

My name is Darlene Taylor, and I am honored to serve as Mayor of Crisfield, Maryland. I respectfully submit this written testimony in support of Senate Bill SB0068, the D TORCH Road Safety Act. As Mayor of a waterfront community in Somerset County, I see firsthand how roadway safety impacts residents, visitors, and local businesses. Crisfield proudly welcomes motorcyclists at our annual events during Labor Day, and our annual ELKS Day events that attract riders from across Maryland and surrounding states. These events are an important part of our local economy and community culture, bringing increased tourism and activity to our city, but with that opportunity also comes responsibility. Motorcyclists are among the most vulnerable users of our roadways. While municipalities like Crisfield work diligently to manage traffic and public safety during large events, long-term motorcycle safety depends on statewide driver education and awareness, not just local enforcement. Senate Bill SB0068 provides a practical, proactive solution by requiring motorcycle safety awareness questions to be included in Maryland's Motor Vehicle Examination. This ensures that new drivers across the state understand how to safely share the road with motorcycles, recognizing visibility challenges, maintaining safe following distances, understanding lane positioning, and preventing avoidable crashes.

For communities that welcome motorcycle tourism, this legislation supports both public safety and economic vitality. When riders feel safer traveling Maryland's roads, they are more likely to visit, return, and support local businesses. Preventable motorcycle crashes, on the other hand, place emotional and financial strain on families, emergency responders, and municipal resources, impacts that small communities feel deeply. The loss of riders such as Donnell G. Floyd Jr. (TORCH) reminds us that these incidents are not merely statistics. They represent lives lost unnecessarily and families forever changed. Education and awareness are key to preventing such tragedies, and Senate Bill SB0068 takes an important step in that direction.

I respectfully urge the committee to issue a favorable report on Senate Bill SB0068 and to support legislation that strengthens roadway safety for riders, drivers, and communities throughout Maryland. Thank you for this opportunity. Respectfully submitted, Darlene Taylor Mayor, City of Crisfield

Sincerely,



Darlene Taylor
Mayor, City of Crisfield

SB0068_Destiny_Floyd_Written_Testimony.pdf

Uploaded by: destiny floyd

Position: FAV

WRITTEN TESTIMONY IN SUPPORT OF SB0068

Destiny E. Floyd

Chair, Vice Chair, and Members of the Committee,

My name is Destiny E. Floyd, and I submit this written testimony in support of Senate Bill 0068 (SB0068) as a sister who lost her brother in a preventable motorcycle crash. On September 10, 2024, my brother, Donnell G. Floyd Jr., was killed while riding his motorcycle. To the world, he may have been another statistic. To me, he was my big brother, my protector, my encourager, and someone I could always count on. I miss him every day. I miss his voice. I miss his laugh. I miss knowing I could call him just to hear him say my name.

There are moments when the loss hits unexpectedly, in quiet spaces, during celebrations, or when I see something that reminds me of him. Grief does not come and go; it stays with you. Losing my brother has left a space in my life that cannot be filled. What hurts most is knowing that his death did not have to happen. Motorcyclists are vulnerable on our roads. They depend on drivers to be attentive, cautious, and educated. Too often, that awareness is missing. When drivers are distracted or unaware of how to share the road safely with motorcycles, families like mine pay the price.

SB0068 is important because it focuses on prevention. By including motorcycle safety awareness in Maryland's motor vehicle exams, this bill helps ensure that drivers understand the responsibility they carry when sharing the road with riders. It teaches awareness before a license is issued, before life is lost. If greater awareness and education had been required and taken seriously, my brother might still be here today. I cannot bring my brother back, but I can speak for him. I can speak for other sisters, brothers, parents, and families who are living with the pain of a loss that could have been prevented.

I respectfully ask this committee to pass SB0068. Doing so honors the lives already lost and helps protect the families who should never have to experience this kind of heartbreak. Thank you for your time and consideration.

Respectfully submitted,
Destiny E. Floyd

SB0068_DONNELL_G_FLOYD_SR_WRITTEN_TESTIMONY.pdf

Uploaded by: Donnell Floyd Sr

Position: FAV

WRITTEN TESTIMONY IN SUPPORT OF SB0068

Chair, Vice Chair, and Members of the Committee,

My name is Donnell G. Floyd Sr. I submit this written testimony in support of Senate Bill 0068, as a father who lost his son in a preventable motorcycle crash. On September 10, 2024, my life was forever changed when my son, Donnell G. Floyd Jr., was killed while riding his motorcycle. My son, known to many in the motorcycle community, as Torch, was a responsible rider who, like thousands of others across Maryland, depended on drivers to see him, respect him, and share the road safely. That did not happen.

There are no words that can fully express the pain of losing a child. It is a grief that does not fade, a silence that never leaves, and a future that was taken far too soon. Every day, my family and I live with the reality that my son will never come home again, and the loss of our son has forever changed my wife. What makes this loss even more devastating is knowing that his death was preventable. Motorcyclists do not have the same physical protection as drivers in passenger vehicles. They rely heavily on the awareness, attentiveness, and responsibility of others. Too often, drivers are distracted, unaware, or uneducated about how to safely share the road with motorcycles. Too often, especially at intersections, drivers “try” to make the left hand turn and when they are not successful, lives are lost – the life of the motorcyclist – the life of my son!

SB0068 directly addresses so many concerns in driver education. By requiring motorcycle safety awareness to be included in Maryland’s motor vehicle examinations, this bill ensures that drivers are informed, before they are licensed, about motorcycle visibility, safe following distances, rider vulnerability, and the potentially fatal consequences of inattention. Had this type of education and awareness been emphasized and required, my son’s life may have been spared.

This bill is not about punishment or blame. It is about prevention, responsibility, and saving lives. It recognizes that motorcycles are not objects on the road; they are people. Sons. Daughters. Fathers and Mothers. I cannot bring my son back. But I can use my voice to speak for him and for the many riders who no longer can. I respectfully urge this committee to pass SB0068. Doing so will honor the lives already lost and help prevent future families from experiencing the pain my family now lives with every day. Thank you for your time, consideration, and commitment to public safety.

Respectfully submitted, Donnell G. Floyd Sr. (Father)

SB0068_JenniferFloyd_Oral-and-Written-Testimony_wi

Uploaded by: Jennifer Floyd

Position: FAV

ORAL AND WRITTEN TESTIMONY

Bill Number: Senate Bill SB0068

Bill Title: D TORCH Road Safety Act

Committee: Senate Judicial Proceedings Committee

Position: Favorable

Hearing Date: January 28, 2026

Submitted by:

Jennifer Floyd

Founder & CEO, D TORCH Foundation

Prince George's County, Maryland

Statement of Purpose

This testimony is submitted in support of Senate Bill SB0068, the D TORCH Road Safety Act, which proposes the inclusion of motorcycle safety awareness questions in Maryland's Motor Vehicle Examination. The testimony that follows reflects my personal experience, community advocacy, and commitment to preventing further loss of life on Maryland roadways. This submission is intended to be entered into the official legislative record.

Testimony in Support of Senate Bill SB0068

Good morning, Chair, Vice Chair, and members of the committee. Thank you for the opportunity to submit testimony in support of Senate Bill SB0068, the D TORCH Road Safety Act.

My name is Jennifer Floyd. I am the Founder and CEO of the D TORCH Foundation, a non-profit organization I created after losing my son in a motorcycle crash on September 10, 2024. I am here today in strong support of Senate Bill SB0068.

Motorcyclists represent a small percentage of vehicles on our roads, yet they account for a disproportionate number of serious injuries and fatalities. In Maryland alone, riders lose their lives each year, and nearly 1,000 motorcyclists are injured annually. Nationally, motorcyclists are more than 20 times more likely to be killed in a crash than occupants of passenger vehicles.

One of the most dangerous places for motorcyclists is intersections (my son doesn't even know it didn't make it home). Many crashes occur not because drivers are reckless, but because they are not properly educated on how to safely share the road with motorcycles.

Senate Bill SB0068 addresses this gap directly. It ensures every new driver in Maryland is tested on motorcycle safety awareness, including visibility, proper lane positioning, safe following distances, crash prevention, and other essential safety topics.

This bill is about education, awareness, and prevention. It promotes a culture of shared responsibility and respect on Maryland roads. I respectfully urge this committee to vote YES on Senate Bill SB0068.

We have also included a chart showing motorcyclist injuries and fatalities for each county in Maryland over the past five years, using the most recent transportation data available.

My son is gone, but the D TORCH Foundation is advocating for every rider to make it home safely. Each rider deserves to make it home. Each rider is someone's loved one. One life lost is one life too many.

Thank you for your time and consideration.

**Maryland Department of Transportation
Maryland Motor Vehicle Administration
Maryland Highway Safety Office**

**Motorcycle-Involved Injury and Fatal Crashes
State of Maryland | 2019–2023**

This packet presents official Maryland crash data documenting motorcycle-involved injury and fatal crashes by county from 2019 through 2023. The information is provided to support roadway safety awareness and data-informed policy discussions aimed at reducing motorcycle injuries and fatalities across the State of Maryland.

Prepared by:
D TORCH Foundation
Mrs. Jennifer Floyd

**Maryland Department of Transportation
Maryland Motor Vehicle Administration
Maryland Highway Safety Office**

Motorcycle-Involved Injury Crashes by County (2019–2023)

County	2019	2020	2021	2022	2023	AVG	%
Allegany	11	13	20	13	17	15	1.6
Anne Arundel	100	92	104	98	110	101	10.8
Baltimore County	128	128	136	141	124	131	14.0
Calvert	15	16	15	17	16	16	1.7
Caroline	5	5	2	5	7	5	0.5
Carroll	33	23	23	34	21	27	2.9
Cecil	29	36	26	36	36	33	3.5
Charles	38	36	33	39	27	35	3.7
Dorchester	7	6	8	6	10	7	0.8
Frederick	54	55	54	66	55	57	6.1
Garrett	7	8	6	7	9	7	0.8
Harford	36	43	50	58	47	47	5.0
Howard	33	25	39	39	34	34	3.6
Kent	2	2	1	5	4	3	0.3
Montgomery	94	67	69	87	83	80	8.5
Prince George's	107	118	130	93	109	111	11.9

County	2019	2020	2021	2022	2023	AVG	%
Queen Anne's	8	12	11	9	13	11	1.1
St. Mary's	25	20	37	32	38	30	3.2
Somerset	3	2	3	4	2	3	0.3
Talbot	3	2	6	12	6	6	0.6
Washington	36	44	37	31	35	37	3.9
Wicomico	30	25	34	17	20	25	2.7
Worcester	30	26	25	23	29	27	2.8
Baltimore City	63	103	95	94	95	90	9.6
TOTAL	897	907	964	966	947	936	100.0

D TORCH Foundation | Mrs. Jennifer Floyd

**Maryland Department of Transportation
Maryland Motor Vehicle Administration
Maryland Highway Safety Office**

Motorcycle-Involved Fatal Crashes by County (2019–2023)

County	2019	2020	2021	2022	2023	AVG	%
Allegany	0	1	0	1	1	1	0.8
Anne Arundel	9	11	4	7	6	7	9.6
Baltimore County	12	12	11	11	11	11	14.7
Calvert	1	2	2	3	2	2	2.6
Caroline	0	0	0	1	1	0	0.5
Carroll	0	4	2	1	0	1	1.8
Cecil	4	2	3	6	1	3	4.1
Charles	3	3	3	5	4	4	4.7
Dorchester	1	1	0	0	0	0	0.5
Frederick	6	7	6	4	7	6	7.8
Garrett	1	3	1	2	1	2	2.1
Harford	5	2	2	2	6	3	4.4
Howard	1	4	4	2	6	3	4.4
Kent	0	0	0	1	0	0	0.3
Montgomery	5	5	10	3	6	6	7.5

County	2019	2020	2021	2022	2023	AVG	%
Prince George's	11	13	13	9	15	12	15.8
Queen Anne's	0	1	1	1	1	1	1.0
St. Mary's	3	2	3	1	3	2	3.1
Somerset	0	0	2	0	0	0	0.5
Talbot	0	0	0	1	0	0	0.3
Washington	1	3	1	3	2	2	2.6
Wicomico	5	1	2	1	1	2	2.6
Worcester	2	1	3	2	0	2	2.1
Baltimore City	4	3	4	8	6	5	6.5
TOTAL	74	81	77	75	80	77	100.0

D TORCH Foundation | Mrs. Jennifer Floyd

SB68_Driver's Licenses - Driver Skills Examination

Uploaded by: Ken Eaton

Position: FAV



ABATE OF MARYLAND, INC.

Dedicated to Freedom of the Road & Responsible Motorcycle Legislation Since 1974

To: The Honorable William C. Smith, Jr., Chairman and Members of the Judicial Proceedings Committee

From: Ken Eaton, Director, Executive Director, ABATE of Maryland, Inc.

Date: January 26, 2026

Re: **SB68** - Driver's Licenses - Driver Skills Examination - Motorcycle Safety Awareness

Position: **FAVORABLE: SUPPORT**

As the Executive Director of ABATE of Maryland, Inc., I am proud to speak on behalf of the more than 100,000 registered on-road motorcyclists across our state. Since 1974, our organization has remained steadfast in our mission: "*Dedicated to Freedom of the Road & Responsible Motorcycle Legislation.*"

For over five decades, our members have not just advocated for rights but have actively championed personal responsibility. We believe that training and education are the most effective methods for reducing accidents and preventing injuries. However, education must be supported by sound policy.

SB 68 is a critical component in that equation. It provides a necessary enhancement to our current safety framework, offering tangible support to our goal of making Maryland roads safer for all users. We applaud Senator Charles for his leadership and foresight in introducing this vital legislation. ABATE of Maryland stands firmly united behind these efforts.

We urge this committee to recognize the safety benefits of this bill and issue a FAVORABLE report on SB 68.

ABATE of Maryland, Inc.

Kenneth B. Eaton, Executive Director
Tel: 410-263-9185 (office)
Tel: 410-924-3374 (mobile)

2026 Mahasin S. El Amin Esq., SB0068.pdf

Uploaded by: Mahasin El Amin

Position: FAV

Written Testimony in Support of SB0068
Mahasin S. El Amin, Esq.,
Clerk of the Circuit Court for Prince George's County

Chair, Vice Chair, and Members of the Committee,

My name is Mahasin El Amin, and I am the Clerk of the Circuit Court for Prince George's County. I respectfully submit this testimony in strong support of Senate Bill 0068 (SB0068), which seeks to incorporate motorcycle safety awareness into Maryland's motor vehicle education and examination process.

On April 22, 2025, at approximately 2:48 p.m., I received a phone call from my mother that no child ever wants to receive. She informed me that my father had been struck while riding his motorcycle on his way to pick up a prescription from Kaiser. My father was 76 and operating his 2010 Harley-Davidson touring motorcycle when a driver clipped him. That driver was later determined to be operating a vehicle on a suspended license.

As a result of the crash, my father's entire left side was broken, and he was unable to walk for eight weeks. Although I am thankful that my father survived, his recovery required months of physical rehabilitation and healing. Survival alone should not be the standard when discussing roadway safety. Receiving that call from my mother was one of the most difficult moments of my life.

Like many families affected by motorcycle crashes, I was left asking critical questions: Why was a vehicle driving so close to a motorcycle? Why was the speed sufficient to cause such devastating injuries? And most importantly, could this crash have been prevented through greater driver awareness and education?

SB0068 directly addresses these questions. By requiring motorcycle safety awareness to be included in Maryland's motor vehicle exams, this legislation ensures that drivers are educated, before they receive a license, about sharing the road with motorcyclists, maintaining safe distances, recognizing rider vulnerability, and understanding the potentially fatal consequences of distraction or inattention.

Motorcyclists do not have the same physical protection as occupants of passenger vehicles. SB0068 acknowledges this reality and places responsibility where it belongs, on

educating drivers to be more attentive, less distracted, and more protective of all roadway users.

Safer roads are not just a rider issue; they are a public safety issue. This bill establishes a preventative approach by addressing unsafe driving behaviors before crashes occur, rather than responding after families are already harmed.

I strongly support SB0068 and urge this committee to recognize its life-saving potential. By passing this bill, you can reduce preventable injuries, protect Maryland families, and create safer roadways for everyone who uses them.

Thank you for your time, service, and consideration.

Respectfully submitted,
Mahasin S. El Amin Esq.,
Clerk of the Circuit Court
Prince George's County

SB0068 - LOI - MVA - Driver Skills Examination - M

Uploaded by: Patricia Westervelt

Position: INFO

January 28, 2026

The Honorable William C. Smith, Jr.
Chair, Senate Judicial Proceedings
2 East Miller Senate Office Building
Annapolis, MD 21401

***RE: Letter of Information – Senate Bill 68 – Driver's Licenses – Driver Skills Examination
- Motorcycle Safety Awareness***

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on Senate Bill 68 but offers the following information for the Committee's consideration.

SB 68 requires the Maryland Motor Vehicle Administration (MVA) to update its knowledge test for first-time driver applicants with five questions related to motorcycle safety awareness, including visibility of motorcycles, proper lane positioning, safe following distances, and preventing crashes along with a fifth question left to the Administration to decide.

MVA is committed to road safety for motorcyclists who are considered vulnerable road users, similar to pedestrians and bicyclists, as they don't have the same protections motorists do in vehicles. As part of its Motorcycle Safety Program, the Maryland Highway Safety Office (MHSO) collaborates with partner organizations to educate all drivers on how to safely share the road with motorcyclists. We strive to eliminate motorcycle crashes, increase motorcycle safety on the roads, and increase the number of licensed motorcyclists.

The MVA requires applicants to take and pass the knowledge test with at least 88% (22) of the 25 questions answered correctly with a standard time limit of 20 minutes. To develop the test, the testing system randomly selects from a bank of 138 questions, dividing the 25 questions into 18 different domains of knowledge. The format and content of the knowledge test is based on the best practices and guidelines outlined by the American Association of Motor Vehicle Administrators (AAMVA). Presently, the MVA has three questions regarding motorcycle safety in the test bank and is in discussion with the bill sponsor about expanding this subject matter.

Beyond the knowledge test, the MVA partners with the State Department of Education to create a standardized curriculum for driver's education schools in the State and provides the 10 units in its curriculum for the public to view via its website. The MVA further oversees compliance with curriculum standards taught in the approximately 150 driver's education schools across the state.

The Honorable William C. Smith Jr.
Page Two

Currently, Unit Seven (7) of the driver's education curriculum addresses motorcycle safety. This content includes visibility of motorcycles and the need to fully check a blind spot before changing lanes, avoiding sharing a lane with a motorcycle, leaving safe following distance behind a motorcycle (and the reasons why this is even more important compared to a typical vehicle), and ensuring to properly yield to motorcycles when turning and to pass with care and plenty of space to avoid a crash.

The MVA strives to ensure its driver's education curriculum provides the most comprehensive and up-to-date standards in driver education. The curriculum is periodically reviewed and updated as needed to ensure it meets current standards, especially when it comes to the safety of road users, including motorcyclists. Testing standards are also maintained and updated periodically to ensure ongoing best practices and national standards established by AAMVA are utilized by the MVA. Ensuring the MVA can continue to quickly adopt modern trends and institute changes in the field of testing driver's license applicants through flexibility in the statute requirements are an important component in the goal of reaching zero vehicle-related deaths or serious injuries on state roadways by 2030.

The Maryland Department of Transportation respectfully requests the committee consider this information during its deliberation of Senate Bill 68.

Respectfully submitted,

Christine E. Nizer
Administrator
Maryland Motor Vehicle Administration
410-787-7830

Matthew Mickler
Director of Government Affairs
Maryland Department of Transportation
410-865-1090