

## Chapter 418

**(House Bill 1504)**

AN ACT concerning

**Highways – Sidewalks and Bicycle Pathways – Construction and  
Reconstruction  
(The Honorable Anne Healey Pedestrian Safety Act of 2026)**

FOR the purpose of requiring the State Highway Administration to prioritize certain funding for the construction and reconstruction of sidewalks and bicycle pathways to sidewalks and bicycle pathways that are, or are adjacent to highways that are, subject to a complete streets policy or another similar Vision Zero program; requiring a local government to request certain funding from the Department of Transportation in a certain manner; authorizing certain State funding for the construction or reconstruction of sidewalks or bicycle pathways under certain circumstances; and generally relating to the construction and reconstruction of sidewalks and bicycle pathways.

BY repealing and reenacting, with amendments,  
Article – Transportation  
Section 8–630  
Annotated Code of Maryland  
(2020 Replacement Volume and 2025 Supplement)

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,  
That the Laws of Maryland read as follows:

**Article – Transportation**

8–630.

(a) (1) In this section the following words have the meanings indicated.

(2) “Municipal corporation” means a municipality as defined in § 1–101 of the Local Government Article.

(3) “Urban highway” means a highway, other than an expressway, that is:

- (i) 1. Constructed with a curb and gutter and an enclosed type storm drainage system;
2. Located in an urban area and on which is located a public facility that creates appreciable pedestrian traffic along the highway from adjacent areas;

3. Located within urban boundaries as defined by the U.S. Census Bureau; or

4. Located within the boundaries of a municipal corporation; and

(ii) Part of the State highway system.

(b) (1) Sidewalks shall be constructed at the time of construction or reconstruction of an urban highway, or in response to the request of a local government unless:

(i) The Administration determines that the cost or impacts of constructing the sidewalks would be too great in relation to the need for them or their probable use; or

(ii) The local government indicates that there is no need for sidewalks.

(2) Sidewalks constructed under this section shall be consistent with area master plans and transportation plans adopted by the local planning commission.

(c) (1) If sidewalks or bicycle pathways are constructed or reconstructed as part of a roadway construction or reconstruction project, the Administration shall fund the sidewalk or bicycle pathway construction or reconstruction as a part of the cost of the roadway project.

(2) Except as provided in paragraphs (3) and (4) of this subsection, if sidewalks or bicycle pathways are constructed or reconstructed in response to a request from a local government **IN ITS ANNUAL PRIORITY LETTER FOR THE DEPARTMENT'S CONSIDERATION FOR INCLUSION IN THE CONSOLIDATED TRANSPORTATION PROGRAM UNDER § 2-103.1 OF THIS ARTICLE** and the adjacent roadway is not being concurrently constructed or reconstructed, the cost to construct or reconstruct the sidewalk or bicycle pathway shall be shared equally between the State and local governments.

(3) If sidewalks or bicycle pathways within a sustainable community as defined in § 6-301 of the Housing and Community Development Article are constructed or reconstructed in response to a request from a local government **IN ITS ANNUAL PRIORITY LETTER FOR THE DEPARTMENT'S CONSIDERATION FOR INCLUSION IN THE CONSOLIDATED TRANSPORTATION PROGRAM UNDER § 2-103.1 OF THIS ARTICLE** and the adjacent roadway is not being concurrently constructed or reconstructed, the cost to construct or reconstruct the sidewalk or bicycle pathway may be funded entirely by the State.

(4) (i) This paragraph does not apply to a priority funding area that is a sustainable community as defined in § 6–301 of the Housing and Community Development Article.

(ii) ~~IN DETERMINING FUNDING FOR THE CONSTRUCTION AND RECONSTRUCTION OF SIDEWALKS AND BICYCLE PATHWAYS UNDER THIS PARAGRAPH~~ FROM THE FUNDING PROGRAMMED FOR SIDEWALKS AND BICYCLE PATHWAYS BY THE DEPARTMENT IN THE CONSOLIDATED TRANSPORTATION PROGRAM UNDER § 2–103.1 OF THIS ARTICLE, THE ADMINISTRATION SHALL PRIORITIZE FUNDING FOR SIDEWALKS AND BICYCLE PATHWAYS THAT ARE, OR ARE ADJACENT TO HIGHWAYS THAT ARE, SUBJECT TO:

1. A COMPLETE STREETS POLICY, AS DEFINED IN § 2–112 OF THIS ARTICLE; OR
2. ANOTHER SIMILAR VISION ZERO PROGRAM UNDER SUBTITLE 10 OF THIS TITLE.

(III) If sidewalks or bicycle pathways within an area designated as a priority funding area under § 5–7B–02 of the State Finance and Procurement Article are constructed or reconstructed in response to a request from a local government **IN ITS ANNUAL PRIORITY LETTER FOR THE DEPARTMENT’S CONSIDERATION FOR INCLUSION IN THE CONSOLIDATED TRANSPORTATION PROGRAM UNDER § 2–103.1 OF THIS ARTICLE** and the adjacent roadway is not being concurrently constructed or reconstructed, and if the Administration determines that construction would not occur under this section due to insufficient contribution of funds by the local government, the cost to construct or reconstruct the sidewalk or bicycle pathway shall be shared between the State and local government as follows:

1. 75 percent of the cost shall be funded by the State; and
2. 25 percent of the cost shall be funded by the local government.

~~[(iii)]~~ (IV) If sidewalks or bicycle pathways within an area designated as a priority funding area under § 5–7B–02 of the State Finance and Procurement Article are constructed or reconstructed based on a determination by the Administration that a substantial public safety risk or significant impediment to pedestrian access exists and the adjacent roadway is not being concurrently constructed or reconstructed, then:

1. The Administration shall categorize the sidewalk or bicycle pathway construction project as “system preservation” and give corresponding funding priority to the project; and

2. The cost to construct or reconstruct the sidewalk or bicycle pathway **AND TO ACQUIRE THE NECESSARY RIGHT-OF-WAY** may be funded entirely by the State.

(5) If sidewalks or bicycle pathways are being constructed or reconstructed in response to a request from a local government **IN ITS ANNUAL PRIORITY LETTER FOR THE DEPARTMENT'S CONSIDERATION FOR INCLUSION IN THE CONSOLIDATED TRANSPORTATION PROGRAM UNDER § 2-103.1 OF THIS ARTICLE** and the adjacent roadway is not being concurrently constructed or reconstructed, the local government shall:

(i) Provide public notice and opportunities for community involvement prior to the construction of a sidewalk or bicycle pathway project; and

(ii) Secure any necessary right-of-way that may be needed beyond the right-of-way already owned by the State.

(6) (i) Except as provided in subparagraph (ii) of this paragraph, after sidewalks and bicycle pathways are constructed under this section, they shall be maintained and repaired by the political subdivision in which they are located.

(ii) Subject to approval and the availability of funds, the Administration promptly shall reimburse a political subdivision for the preapproved and documented costs incurred in reconstructing a segment of a sidewalk or bicycle pathway that has deteriorated to the extent that repair is not practical or desirable for public safety.

(d) The Administration may not construct any project that will result in the severance or destruction of an existing major route for pedestrian transportation traffic, unless the project provides for construction of a reasonable alternative route or such a route already exists.

(e) The Administration shall develop guidelines jointly with local governments to carry out the provisions of this section.

(f) The Administration shall maintain and repair all facilities for nighttime illumination that:

(1) Are constructed by the Administration for the safe conduct of vehicular traffic; and

(2) Exist adjacent to urban highways.

**SECTION 2. AND BE IT FURTHER ENACTED,** That this Act shall take effect October 1, 2026.

**Approved by the Governor, May 12, 2026.**