



HB 0298: MOVE GET OUT THE WAY Act  
House Environment and Transportation Committee  
Terps For Bike Lanes – FAVORABLE

February 1, 2024

Chair Korman and Committee Members,

I am writing this testimony on behalf of Terps For Bike Lanes to express our strong support for the MOVE GET OUT THE WAY Act. 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. As an organization deeply committed to advocating for sustainable and eco-friendly initiatives, we believe that implementing these regulations will significantly improve traffic flow, reduce congestion, and enhance overall road safety in our state.

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. We also empower our members to advocate individually by offering opportunities to participate in relevant student committees, provide feedback to the university, and attend important College Park City planning meetings.

Our mission aligns with our core values of sustainability, accessibility, and equity. Bike lanes promote environmental sustainability, offering an eco-friendly transportation option. Moreover, expanding bike infrastructure enhances accessibility by making our campus more cyclist and pedestrian-friendly. Additionally, this infrastructure can contribute to addressing economic disparities in marginalized communities, such as students who depend on affordable personal transportation and areas affected by environmental and transportation inequalities.

Research findings support the need for measures such as traffic congestion reduction, safety improvement, enhanced traffic flow, and legal clarity. According to studies conducted by the National Cooperative Highway Research Program (NCHRP) and the Federal Highway Administration (FHWA),

proper lane discipline and efficient lane usage are crucial for reducing congestion, minimizing accidents, and improving overall traffic flow. Enforcing lane discipline not only enhances safety but also provides clear guidelines for drivers, leading to better compliance with traffic laws and fewer instances of confusion or conflict on the road. We urge a Favorable committee report on this legislation and encourage the House to pass it on the floor. Thank you for the opportunity to testify.

Sincerely,

Nicholas Marks

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