

BikeAAA-FAVHB422BicycleSafetyStart20250204.pdf

Uploaded by: Jon Korin

Position: FAV



Support HB422 Bicycle Safety Start

Bicycle Advocates for Annapolis & Anne Arundel County
P.O. Box 208, Arnold, MD 21012 www.bikeaaa.org 443-685-4103

House Environment & Transportation Committee
Annapolis, MD 21401-1991

February 4, 2025

RE: SUPPORT HB422 Bicyclist Start on Leading Pedestrian Interval (LPI)

Dear Chair and Members of the Committee,

I am a resident of District 30, president of Bicycle Advocates for Annapolis and Anne Arundel County (“BikeAAA”), Chair of the Anne Arundel County Bicycle Advisory Commission, Member of the 2017 Maryland Bicycle Safety Task Force and avid Maryland cyclist for over 20 years. On behalf of BikeAAA and it’s more than 1,000 members, we support HB422.

Intersections are the most dangerous place for people riding bikes with a large fraction of crashes with vehicles occurring there. More and more jurisdictions are utilizing Leading Pedestrian Intervals to allow pedestrians and others to cross an intersection with a head-start before the vehicular traffic gets a green light. This allows pedestrians, people with assistive devices and others to safely cross.

Bicyclists should be able to proceed on a LPI because it significantly improves their safety at intersections by giving them a head start before turning vehicles enter, making them more visible to drivers and reducing the risk of collisions, especially considering their vulnerability as a smaller, slower mode of transport compared to cars and trucks. It allows cyclists to enter the intersection when there is less traffic, providing a safer crossing time and reducing congestion for vehicles.

The key benefits include:

Increased visibility:

When cyclists enter the intersection first, drivers are more likely to see them and yield, lowering the chance of a crash.

Reduced conflict with turning vehicles:

By allowing cyclists to proceed before turning cars, potential conflict points at intersections are minimized.

Improved mobility:

Giving cyclists a head start on the green light can reduce their travel time and delays at intersections.

Encourages cycling:

Making intersections safer for cyclists by providing an LPI can encourage more people to bike, promoting active transportation

Reduce congestion::

Allowing cyclists to clear the intersections helps reduce congestion for both drivers and cyclists.

Please support HB422 to improve safety at intersections and reduce traffic congestion, especially for people who travel by bike.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jon Korin', written in a cursive style.

Jon Korin
President, Bicycle Advocates for Annapolis & Anne Arundel County

BikeMaryland-FAV-HB422 Safety Start.pdf

Uploaded by: Joshua Feldmark

Position: FAV



HB422 – Vehicle Laws – Bicycles, Play Vehicles, and Unicycles - Crosswalks

House Environment & Transportation Committee

February 4, 2025

Position: Favorable

Greetings Chair and Members of the Committee

Our mission is to promote bicycling, increase safety, improve conditions, and provide a voice for bicyclists in Maryland. We partner with advocacy organizations to promote vulnerable road user safety legislation on the state and county level and work with government agencies, including police departments, to develop policy and awareness campaigns that protect the rights and well-being of bicyclists and pedestrians in Maryland.

I will keep this testimony, even in written form, extremely brief. This bill truly makes common sense and is very much in line with many of the bills this chamber has passed over the last several years. Allowing cyclists to move forward at the same time as pedestrians when there is a leading pedestrian interval (LPI) allows cyclists to cross through the intersection in a way that minimizes interactions and interference with motorized vehicles. That is something that I presume we can all agree is in the best interest of everyone involved.

In case there was any doubt, the New York City Department of Transportation did an observational study on a pilot program allowing cyclists to move forward on an LPI showed a decrease in injuries at intersections that had allowed cyclists to go at the LPI as well as showing no conflicts or near misses at these same intersections.

With that, Bike Maryland strongly recommends a favorable report.

Joshua Feldmark
Board Vice Chair
joshua@bikemd.org

Delegate Palakovich Carr Testimony - HB 422 - Bicy

Uploaded by: Julie Palakovich Carr

Position: FAV

JULIE PALAKOVICH CARR
Legislative District 17
Montgomery County

DEPUTY MAJORITY WHIP

Ways and Means Committee

Chair, Early Childhood Subcommittee

Chair, Montgomery County
House Delegation



The Maryland House of Delegates
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Annapolis, Maryland 21401
410-841-3037
800-492-7122 Ext. 3037
Julie.PalakovichCarr@house.state.md.us

THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

**Testimony in Support of HB 422
Vehicle Laws - Bicycles, Play Vehicles, and Unicycles - Crosswalks**

This bill aims to enhance roadway safety for bicyclists, in keeping with our State's goal of Vision Zero—to eliminate fatalities and serious injuries on our roadways.

HB 422 would allow bicyclists who are riding on the road or in a bike lane to proceed through an intersection when the parallel pedestrian signal changes to "walk." Current state law allows bicyclists who are riding on a sidewalk to proceed through an intersection when a pedestrian signal changes to "walk," even when the traffic light is still red. However a bicyclist who is riding in a bike lane or on the road cannot proceed under current state law until they have a green light, regardless of the pedestrian signal.

Roughly one in three crashes in Maryland involving a bicyclist happen at an intersection.¹

This legislation would only apply at intersections that have a leading pedestrian interval for sidewalk users. Leading pedestrian intervals generally give pedestrians a head start of 3-7 seconds to begin crossing the street. Such advanced walk signals have been proven to save lives by increasing visibility of pedestrians, reducing conflict between pedestrians and vehicles, increasing the likelihood of motorists yielding to pedestrians, and enhancing safety for pedestrians with slower mobility.² This bill would provide these same safety benefits to bicyclists in a bike lane or on the road.

This practice has been adopted in Washington, DC and New York City, which cites the policy as an effective tool in the city's Vision Zero strategy.³

¹ MDOT: [Annual Bicycle Crash Data Report](#). July 8, 2024.

² Federal Highway Administration: [Proven Safety Measures: Leading Pedestrian Intervals](#).

³ Fox: [NYC council approves 'head start' for cyclists at intersections](#).

Sponsor Amendment - HB422.pdf

Uploaded by: Julie Palakovich Carr

Position: FAV



HB0422/803622/1

AMENDMENTS
PREPARED
BY THE
DEPT. OF LEGISLATIVE
SERVICES

04 FEB 25
12:06:11

BY: Delegate Palakovich Carr

(To be offered in the Environment and Transportation Committee)

AMENDMENT TO HOUSE BILL 422

(First Reading File Bill)

On page 2, in line 12, after "SIGNAL" insert "DISPLAYED FOR THE HALF OF THE HIGHWAY ON WHICH THE BICYCLE, PLAY VEHICLE, OR UNICYCLE IS TRAVELING".

2025-HB 422-Bicycle Safety Start-FAV.pdf

Uploaded by: Kalli Krumpos

Position: FAV



HB 422: Vehicle Laws - Bicycles, Play Vehicles, and Unicycles - Crosswalks
House Environment and Transportation Committee
Washington Area Bicyclist Association – FAVORABLE

February 6, 2025

Chair Korman and Committee Members,

Roadway safety is a paramount transportation concern, especially for vulnerable road users. HB 422, or the Bicycle Safety Start, would make Maryland’s roadways safer for bicyclists. The Washington Area Bicyclist Association (WABA), an advocacy organization with 1,200 Maryland members and thousands of other supporters in the State, supports the bill.

Intersections are particularly dangerous for bicyclists. 54.5% of bicyclist injuries occur at intersections, according to the National Highway Traffic Safety Administration. Bicyclists are at risk of being rear-ended when stationary, ‘right hooked’ by turning vehicles, or sideswiped by vehicles accelerating past them after a stop. Allowing people on bikes to proceed through an intersection when the pedestrian walk signal is illuminated will reduce these threats by improving the visibility of bikers for drivers and reducing conflicts between vulnerable road users and vehicles.

According to the [Federal Highway Administration \(FHWA\)](#), Leading Pedestrian Intervals (LPIs), the crosswalk lights that allow pedestrians to establish a presence in the crosswalk before drivers of vehicles are given a green indication, are considered a proven safety countermeasure. FHWA reports that LPIs can lead to a 13% reduction in pedestrian vehicle crashes at intersections.

Like pedestrians, bicyclists are vulnerable road users who will benefit from an early start across intersections. We are encouraged by findings from a pilot program in New York City. In the pilot initiative, the [NYC Department of Transportation evaluated potential impacts](#) of allowing bicyclists to use the pedestrian signal. They conducted a study of crashes at intersections in the study compared to a set of control sites and they found a reduction in crashes at the study sights compared to an annual average before the safety treatment. They also found that the number of crashes in crosswalks in both the control and study groups was both similar and low, with all of the pedestrian injuries related to drivers. None of the pedestrian/bike crashes in the study and control groups were related to the LPI.

In Maryland, road laws designed for motor vehicles apply to bicyclists even though bicyclists are far more vulnerable than drivers. Allowing a bicyclist to be more visible through intersections improves their safety and avoids delaying other traffic. Bicycling becomes safer, less stressful, and more convenient, which in turn will encourage ridership. Drivers – and our environment, since biking is green – will share the benefit.

WABA urges a favorable HB 422 committee report and House of Delegates floor vote.

Kalli Krumpos, kalli.krumpos@waba.org

HB422_Transit Caucus_FAV

Uploaded by: Kris Fair

Position: FAV



MARYLAND TRANSIT CAUCUS

marylandtransitcaucus.org • @CaucusTransit
transitcaucus@gmail.com

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At-Large Members: Delegate Mary Lehman, Delegate Nick Allen
Legislative Committee Co-Chairs: Delegate Malcolm Ruff, Delegate Kris Fair

Dear Members of the Maryland General Assembly,

On behalf of the Maryland Transit Caucus, we are writing to express our endorsement of **HB422 / SB530: Vehicle Laws – Bicycles, Play Vehicles, and Unicycles - Crosswalks**. As advocates for transportation-related legislation before the General Assembly, we believe this bill is essential to our mission of ensuring a more sustainable, efficient, and accessible transit system for all residents. We are confident that its passage will have a positive impact on our communities, economy, and environment.

This bill advances the state’s goal of Vision Zero by helping to prevent bicyclist injuries and fatalities on our roadways. Allowing bicyclists to advance through an intersection with the pedestrian walk signal gives them a brief head start, giving them the opportunity to cross safely with a lower risk of experiencing a crash. This is a safe way to reduce stressful interactions at intersections.

Thank you for taking the time to consider this bill. Should you have any questions or require further information, please do not hesitate to reach out to us. We look forward to working with you as we build a better Maryland transportation system for all.

Thank you,

Senator Cory McCray, Co-Chair

Delegate Lorig Charkoudian, Co-Chair

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- Delegate Teresa Woorman
- Delegate Chao Wu
- Delegate Natalie Ziegler
- Senator Craig Zucker

HB422_MDSierra_FAV_2-6-25 .docx (1) (1).pdf

Uploaded by: Lindsey Mendelson

Position: FAV

Committee: Environment and Transportation

**Testimony on: HB 0422 - Vehicle Laws - Bicycles, Play Vehicles, and Unicycles –
Crosswalks**

Position: Support

Hearing Date: February 6, 2025

The Maryland Chapter of the Sierra Club supports HB 422. This bill would align cyclist and pedestrian rights by permitting cyclists to proceed similarly to pedestrians when a "WALK" signal is displayed, promoting safer and more predictable traffic flow.

This change would enhance traffic safety and efficiency, particularly at intersections, by reducing conflicts with motor vehicles turning on red.

In areas with heavy pedestrian and cyclist traffic, such as urban centers and school zones, allowing bicycles to follow pedestrian signals helps integrate different modes of transportation effectively. Such policies support active transportation by making cycling and other non-motorized options more accessible and convenient. Encouraging the use of bicycles and similar vehicles can reduce traffic congestion, and auto emissions.

Given that nearly 30% of greenhouse gas emissions in Maryland are produced by vehicles on our roads, promoting alternative modes of transportation is a key strategy in combatting climate change. Bicycling is an especially promising mode of transportation because it has the potential to replace a great deal of car trips. Over half of all trips made in the U.S. in 2021 were under three miles, an easy biking distance for most. In addition, nearly half of Americans reported wishing to be able to ride their bikes more often, with the main barrier being concerns over their safety.

Establishing clear rules for crosswalk usage ensures uniform enforcement and compliance by cyclists and those using similar equipment. It helps law enforcement and transportation agencies provide better guidance and education to road users. This supports Zero Deaths Maryland, Pedestrian and Safety efforts, which states that pedestrians and bicyclists are some of the most vulnerable road users.

For these reasons, we urge a favorable report on HB 422.

David M. Jenkins
Transportation Committee
avncsm@gmail.com

Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

MGA 2025 Testimony Bill HB0422 (Vehicle Laws - Bic

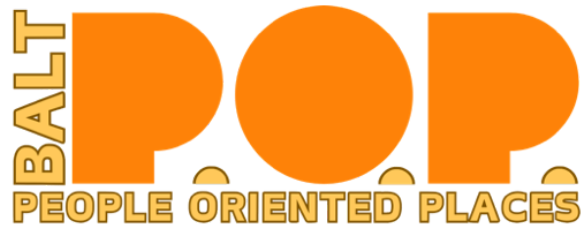
Uploaded by: Michael Scepaniak

Position: FAV

Bill: HB0422

Bill Title: Vehicle Laws - Bicycles, Play Vehicles, and Unicycles - Crosswalks

Position: **Favorable**



Members of the House Environment and Transportation Committee,

As a group that advocates for transportation options which contribute to the liveability, productivity, and overall appeal of our communities comprising the Baltimore region, we support HB0422.

A large number of our group's members consider bicycling a significant or primary mode of transportation. A similarly large number also bike in Baltimore City. As such, we understand the situation this bill will formally legalize state-wide.

In Baltimore City, the crossing of a street by bicyclists is controlled by pedestrian signal indications (walk/don't walk signals), but only where signed by an R9-5 sign (see right). It's been this way ever since the construction of the Maryland Avenue cycle track approximately 9 years ago. The proper/complete implementation in these situations calls for a separate bicycle traffic signal module to be installed. But, doing so is costly, hence the use of the low-cost R9-5 sign.

The need for the R9-5 sign is a bit of a clumsy work-around to spot-legalize behavior that should be made legal everywhere. Why? Because Maryland's roadways are not safe, especially for vulnerable road users (VRUs). Despite the Vision Zero efforts of the past several years, those roadways have actually gotten less safe - for everyone.

Specific to the Baltimore region, the Baltimore Regional Transportation Board (BRTB), on an annual basis, tracks five performance/safety measures to carry out the Federal Highway Administration's Highway Safety Improvement Program. The last of those five measures is "Number of Non-motorized Fatalities & Serious Injuries". The numbers for this measure are abysmal.



R9-5
Bicycles Use Ped Signal

Sign image from the Manual of Traffic Signs <http://www.tffdesign.com>
The sign image copyright Richard C. Meaur. All rights reserved.

The 2023 number for this measure was **410**, which is a **41% increase** over the 2005-2009 baseline number of **290**. The Maryland Department of Transportation's (MDOT's) current target for this measure is **294 by 2030**. [1] In terms of VRU deaths and serious injuries, MDOT is hoping to basically get us back to where we were 20 years ago. That's not progress - that's standing still.

We need to take steps to make our roadways safer for all VRUs. Allowing bicyclists to cross through intersections at the direction of walk/don't walk signals (that were originally installed with only pedestrians in mind) is a very simple, cost-effective measure that stands to make traveling by bicycle significantly safer and more convenient.

We hope the committee finds these points helpful and convincing and we urge its members to **vote in favor of HB0422**. Thank you for your efforts and the opportunity for us to testify on this legislation.

[BaltPOP - Baltimoreans for People-Oriented Places](#)

References:

[1] "RESOLUTION #25-19 - ADOPTING HIGHWAY SAFETY TARGETS FOR THE BALTIMORE REGION". BRTB. January 2025.

<https://baltometro.org/sites/default/files/BRTBRes25-19.pdf>

HB0422 - OATM - LOS - Vehicle Laws – Bicycles, Pla

Uploaded by: Patricia Westervelt

Position: FAV

February 6, 2025

The Honorable Marc Korman
Chair, House Environment and Transportation Committee
250 Taylor House Office Building
Annapolis, MD 21401

RE: Letter of Support – House Bill 422 – Vehicle Laws – Bicycles, Play Vehicles, and Unicycles - Crosswalks

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) supports House Bill 422 as an important step toward making bicycling safer throughout the State of Maryland.

HB 422 amends the Transportation Article to permit a person operating a bicycle, play vehicle or unicycle facing a red signal to enter an intersection to cross the highway in the direction of a pedestrian control “walk” signal while remaining in their legal travel lane in the roadway or bicycle facility. The bill also requires that said person yield the right-of-way to any vehicle or pedestrian lawfully using the intersection before entering the intersection in the manner identified above.

Across Maryland, the State Highway Administration and local jurisdictions are increasingly making use of strategies such as Leading Pedestrian Intervals (LPIs) and all-pedestrian signal phases in order to improve safety for vulnerable users. The Federal Highway Administration has found that LPIs reduce pedestrian crashes by as much as 13 percent at intersections where they are deployed.

This legislation clarifies that bicycles, play vehicles, and unicycles may make use of such treatments. In doing so, this legislation allows such road users to get physical separation from motor vehicles. This separation reduces conflicts at intersections and improves safety and visibility for drivers and bicyclists alike.

For these reasons, the Maryland Department of Transportation respectfully requests the Committee grant House Bill 422 a favorable report.

Respectfully submitted,

Joe McAndrew
Assistant Secretary
for Planning and Project Development
Maryland Department of Transportation
410-787-7830

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

Written Testimony for HB 422_ Vehicle Laws - Bicy

Uploaded by: Trudy Tibbals

Position: UNF

Written Testimony for **HB 422**: Vehicle Laws - Bicycles, Play Vehicles, and Unicycles - Crosswalks - Please **VOTE NO** on this bill.

Dear Environment and Transportation Committee:

This bill reads "...Authorizing a person operating a bicycle, play vehicle, or unicycle at an intersection who is facing a red signal to enter the intersection to cross the highway in the direction of a pedestrian control "walk" signal; and requiring, before entering an intersection, a person operating a bicycle, play vehicle, or unicycle to yield the right-of-way to any vehicle or pedestrian lawfully using the intersection..."

"...UNLESS OTHERWISE DIRECTED BY A TRAFFIC CONTROL DEVICE, A PERSON OPERATING A BICYCLE, PLAY VEHICLE, OR UNICYCLE AT AN INTERSECTION WHO IS FACING A **RED** SIGNAL MAY ENTER THE INTERSECTION TO CROSS THE HIGHWAY IN THE DIRECTION OF A PEDESTRIAN CONTROL "WALK" SIGNAL. BEFORE ENTERING AN INTERSECTION AS DESCRIBED IN PARAGRAPH (1) OF THIS SUBSECTION, A PERSON OPERATING A BICYCLE, PLAY VEHICLE, OR UNICYCLE SHALL YIELD THE RIGHT-OF-WAY TO ANY VEHICLE OR PEDESTRIAN LAWFULLY USING THE INTERSECTION..."

This bill would pose an immediate danger to all motorists and bicycle operators in Maryland. I understand that the bill is worded that the bicycled operator must "yield the right of way to "any vehicle or pedestrian lawfully using the intersection...", but let's truly think about this for a minute. Bicycles have wheels and are moving vehicles. The same motor vehicle laws should apply to bicycle operators as they do to motor vehicles, since they are both moving vehicles. So **bicycles should STOP** at all **red** traffic control signals, just like any other motor vehicle has to do. Why should bicycles not stop at a traffic control signal? **Are** bicycle operators, lots of them being **minor children, going to have to take a motor vehicle driving course** that they have to pass so that they know these NEW traffic laws to which they must abide? There is no mention of that in this bill. And I can certainly see instances where bicycle operators, some being **minor children, are not going to remember to "yield the right of way** to any "...vehicle or pedestrian lawfully using the intersection...". This will pose an immediate danger to motor vehicle drivers and to bicycle operators!!

I'm afraid that this bill will put our motor vehicle drivers and bicycle operators, especially our minor children, at a much greater risk and immediate dangers of motor vehicle accidents involving bicycles. I do not see a good outcome if this bill is passed into law.

Please **VOTE NO** on this bill and show all our motor vehicle drivers and bicycle operators that you care about their safety first and foremost.

Thank you.

Trudy Tibbals

A Very Concerned Mother of 3 and Maryland resident