



Oppose SB14 Ebike Registration

Bicycle Advocates for Annapolis & Anne Arundel County
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Senate Judicial Proceedings Committee
Annapolis, MD 21401-1991

January 20, 2025

RE: OPPOSE SB14 Ebike Registration & Insurance

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 oppose SB14.

This bill places an unnecessary and unreasonable burden on users of ebikes. Vehicles require registration and insurance mainly because of their danger to people and property and their wear on our roadways. Ebikes do neither. Here are 8 reasons to OPPOSE this bill:

1. **Unnecessary Cost** Adds unnecessary expense and regulation for people who rely on ebikes for transportation.
2. **Distorts Risk** People driving automobiles caused over 550 fatalities and thousands of injuries in Maryland in 2024. Vehicles and driving are regulated and insured because of the risk they pose to people and property. Bikes and ebikes do not pose that risk.
3. **Disincentive** Provides a disincentive to choose biking at a time when we should be incentivizing biking. Ebikes provide more people with greater range and therefore are becoming more attractive for those who have a choice to drive or bike.
4. **Inhibits Safety** If our focus is truly on safety, then we should emphasize proven safety measures like education, infrastructure improvements, enforcement and vehicle safety technology. The more people we have biking and walking instead of driving, the safer our roads become.
5. **Inequitable** If adopted, these regulations and additional fees would make e-bikes less affordable, disproportionately affecting low-income, immigrant communities and communities of color, who rely on them for transportation. These laws could exacerbate existing transportation and enforcement inequities and push people away from choosing sustainable modes of travel. Obtaining insurance and annual registration would pose a significant financial and logistical barrier.
6. **Limits Accessibility & Bikeshare** It would limit access to e-bikes for people such as seniors, young people, families without cars and people with disabilities who rely on them as mobility devices. It would also impact micromobility-sharing operations in municipalities across the state, such as Baltimore where this could remove a system that provides 1.7 million trips per year for residents and visitors.
7. **Bad for our environment.** This law would threaten Maryland's progress towards net zero emissions by making electric bicycles and other electric mobility devices less accessible. In a time when many other

BikeAAA is an all-volunteer 501(c)(3) promoting safe cycling for transportation & recreation

states have incentivized e-bikes with rebate programs to help combat climate change, it's sad to see us take steps backward.

8. **Model State for Mobility** Maryland has been gaining recognition for improving and promoting safe biking, recently ranked 9th bike-friendliest state by the League of American Bicyclists. Maryland has already adopted model e-bike regulations in line with 36 states. Other states have had bills like this rejected and we are only aware of Alaska as having implemented something like this.

Please OPPOSE SB14. Let's continue Maryland's progress to promote safe, accessible and affordability mobility choices for people of all ages, abilities and means.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jon Korin', with a stylized, cursive script.

Jon Korin

President, Bicycle Advocates for Annapolis & Anne Arundel County